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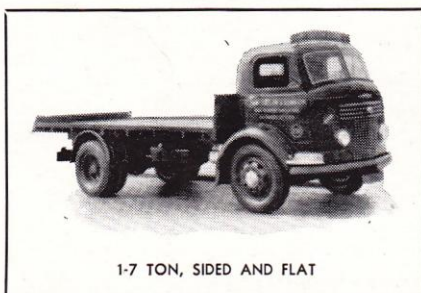
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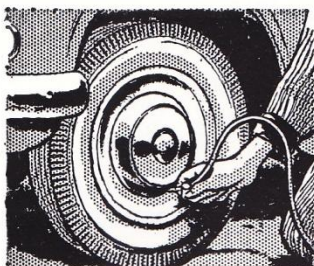
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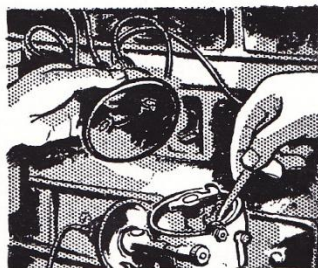
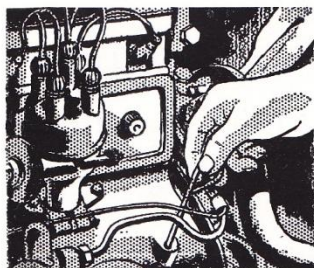
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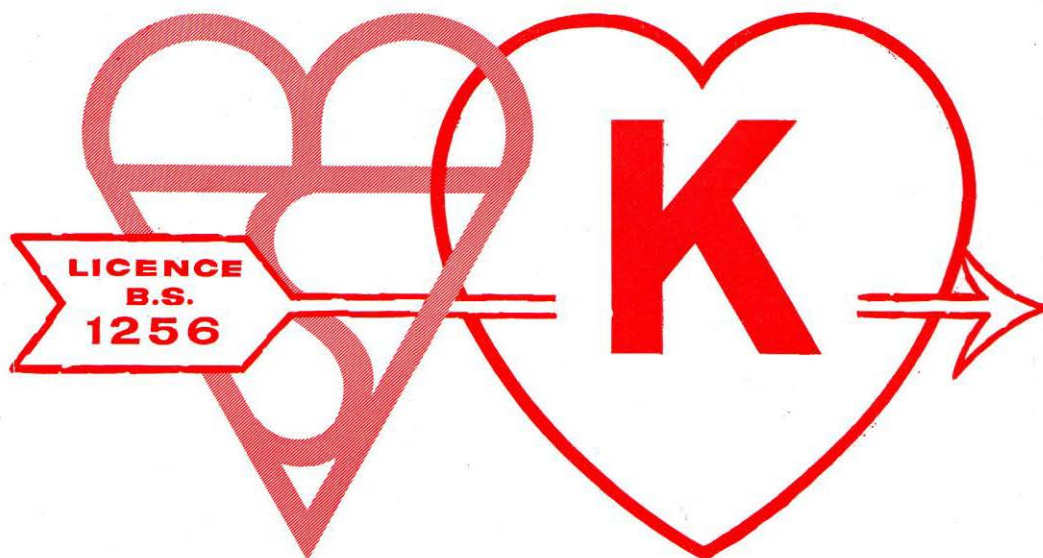
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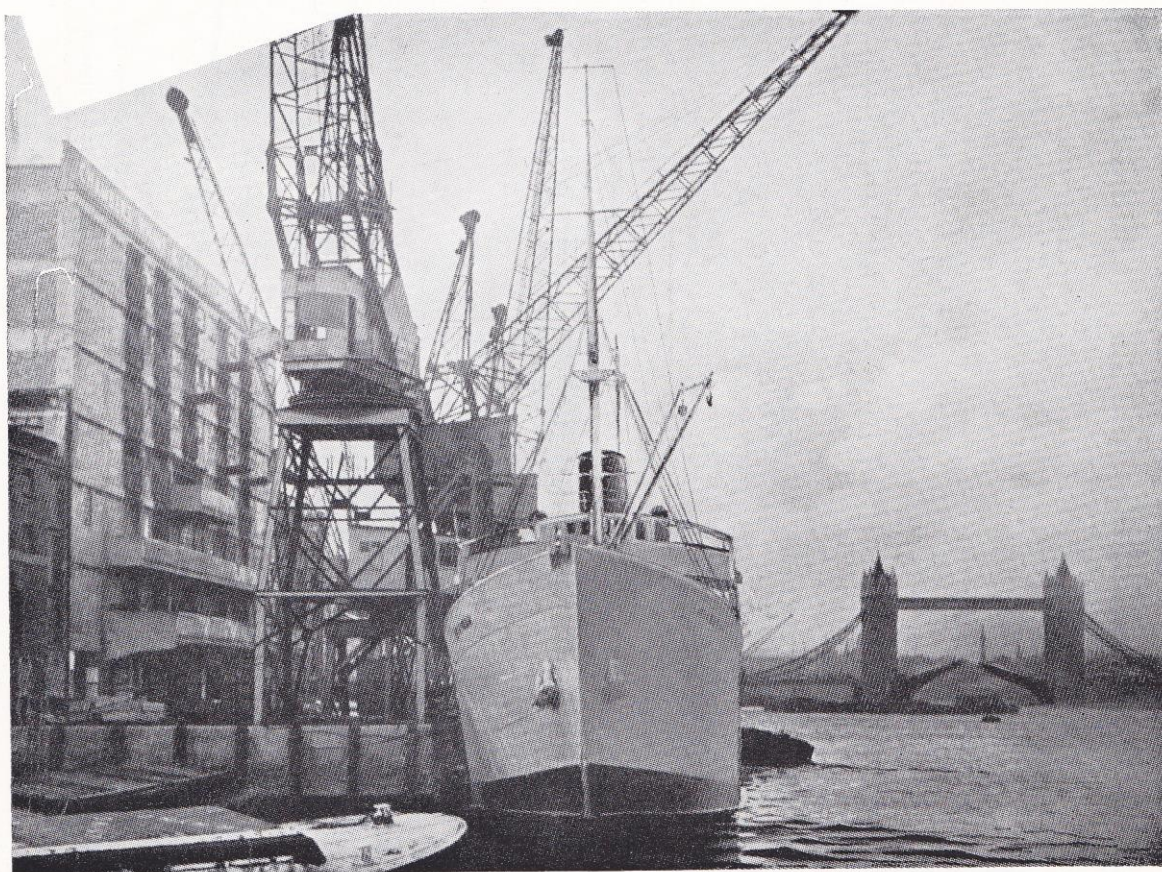
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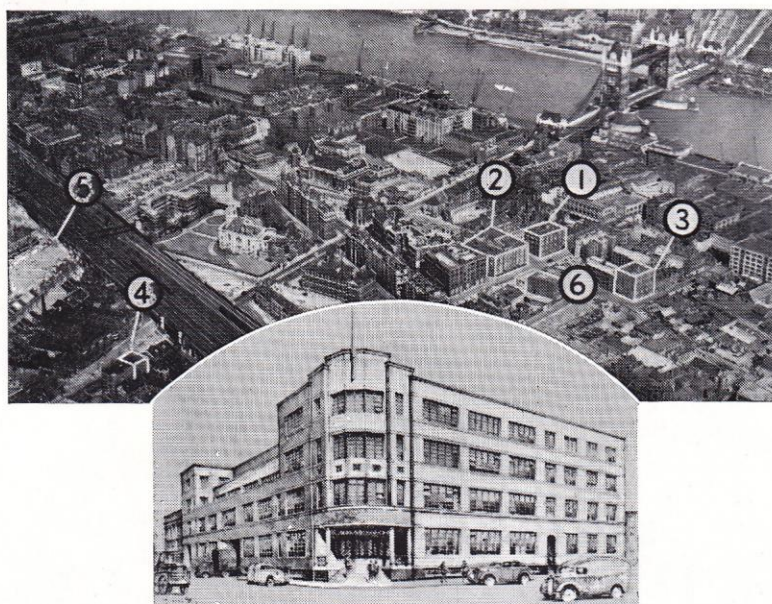
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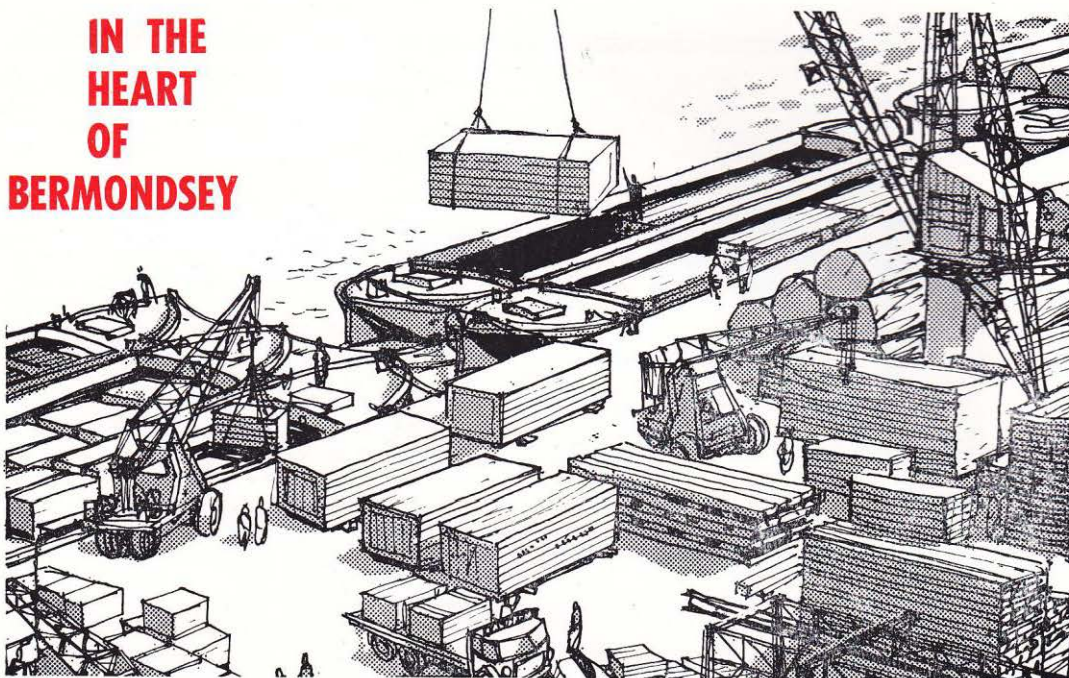
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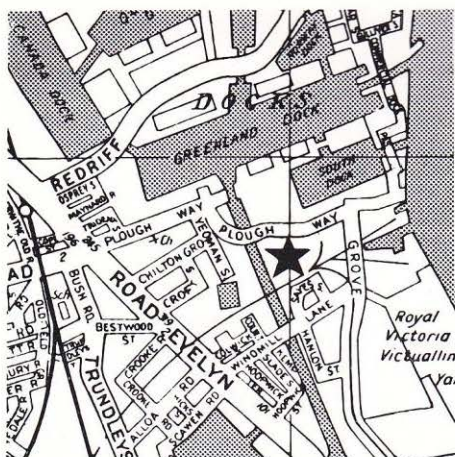
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ISSUED WITH THE AUTHORITY OF THE BOROUGH COUNCIL

THIS EDITION WAS REVISED DURING 1960

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This new edition of the Borough Guide will, I feel sure, be a most useful and interesting means of providing the information which is in continual demand by visitors and others concerning our industrial, commercial and social life.

F. J. ACKLAND

MAYOR.

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BERMONDSEY

— *An Introduction*

Although one of the smallest of London's boroughs, Bermondsey has an individuality of its own, and having endured the full severity of the wartime blitz, which devastated large areas and caused wholesale evacuations, is now being developed with all the resources of modernity.

The Borough is bounded on two sides by the river Thames, and thus has a centuries old seafaring tradition which today expresses itself in the long line of wharves to which much of London's food and other cargoes come, and which provides continuity of employment to hundreds of the Borough's residents.

The main problem which faces the Council, and which has been tackled with vigour since the end of the war, is the rebuilding of those substantial areas which were reduced to ruins by the blitz. It had been found that, after the war finished, many of the Borough's younger people had found homes elsewhere, whereas the older generations had remained in their own homes. This to a certain extent relieved the difficulties of housing, and the Council, with the active co-operation of the London County Council, is already well on the way to creating a Borough which will differ substantially from its pre-war aspect and which will make Bermondsey an area second to none.

Huge multi-storey flats have already sprung up, with more to come, and the comprehensive development plan has already given the Borough, once one of London's most notorious slums, standards of housing and civic enterprise unheard of by previous generations.

The highly industrialised nature of the Borough means inevitably that much must necessarily remain undone, but in those matters which come within the purview of the Council, Bermondsey is assured of the greatest goodwill and energy.

THE METROPOLITAN BOROUGH OF BERMONDSEY

Coat of Arms

These Arms were granted by the College of Heralds in March 1901, to the newly established Metropolitan Borough of Bermondsey. The Borough was formed by the combination of the Parishes of Bermondsey, Rotherhithe, St. Olave, St. John Horselydown, and St. Thomas, Southwark; and the arms are constituted from the arms of the Parishes of Bermondsey, Rotherhithe, and St. Olave.

Bermondsey and its vanished Abbey is represented by the Lion with Crosier; Rotherhithe and its chief industry by the Ship; and St. Olave by the Axe and Crown of King Olaf, formerly the device of the St. Olave District Board of Works.

The heraldic description is as follows:—"Arms . . . Quarterly Azure and Gules, in chief a Lion passant guardant supporting with the dexter paw a Crosier erect between two Roman B's, in the third quarter a Battle Axe erect, blade to the sinister enfiled by a Ducal Coronet, and in the fourth quarter an ancient Ship of three masts, sails set and flags flying to the dexter all Or; and for the crest on a wreath of the colours a Lion passant guardant gules charged on the shoulder with a Roman B supporting with the dexter paw a Crosier erect both Or."

The Motto "Prosunt Gentibus Artes" ("Arts profit the people") emphasizes the symbolic character of the Arms.

FOR FULL COLOUR REFERENCE SEE FRONT COVER

The Council Regalia



MAYORAL CHAIN AND PENDANT

The Mayoral Chain was presented to the Borough in 1900 by the first Mayor of the Borough (Col. S. B. Bevington, V.D., J.P.). The chain is of solid gold, and consists of sixteen shields interspersed between the letters "B-E-R-M-O-N-D-S-E-Y." The names of the Mayors of Bermondsey, commencing with the year 1900, are inscribed on both sides of each shield. The Pendant, which is suspended from the Chain, comprises a beautifully enamelled centrepiece, with gold surround. The design on the centrepiece represents the respective seals of the Bermondsey and Rotherhithe Vestries and the St. Olave Board of Works, the whole design forming the Coat of Arms of the Borough.

THE MAYORESS'S CHAIN AND BADGE

The Chain worn by the Mayoress which is a gold-linked Chain with Badge in the form of a locket, was presented to the Borough on 4th July, 1931, by the President and Directors of the South Metropolitan Gas Company, to commemorate the Opening, on that date, by the then Mayor, of the Company's flats in Moodkee Street and Neptune Street, Rotherhithe. In design the Badge is a miniature of the Pendant of the Mayoral Chain.

THE BOROUGH MACE

The Borough Mace was presented to the Council in 1954 by Messrs. W. S. Shuttleworth & Co. Ltd., Galleywall Road, S.E.16. The Mace is constructed in silver gilt carrying at its head the Maltese Cross (representing its ecclesiastical origin) resting on a crown (representing the Sovereign) and indicating that the Mayor of a Borough is the Sovereign's representative: on one side of the Crown are emblazoned the Borough Arms and underneath the Crown is a small plaque containing the monogram of the donors.

The Honorary Freedom of the Borough

The highest honour that the Borough can confer is the Honorary Freedom, which is presented in recognition of eminent services rendered to the Borough.

The following have been admitted to the Honorary Freedom of the Borough:

1946—Mrs. E. M. Lowe, J.P.

1952—Dr. J. Scott Lidgett, C.H., M.A.

1955—Alderman I. J. Hayward, LL.D., J.P., L.C.C.

1956—6th (Bermondsey) Battalion, Queen's Royal Regt., T.A.

1959—Alderman E. Snowdon, J.P.

Mayors of Bermondsey

	1900/02	Bevington, Samuel Bourne, Col., V.D.
	1902/03	Burton, Alexander
	1903/05	Shand, Augustus
	1905/06	Bulmer, John Henry
	1906/07	Dumphreys, John Molesworth Thomas
	1907/08	Harbord, Henry
1908/09 &	1911/12	Morriss, Henry Fuller
	1909/10	Tyler, Walter William
	1910/11	Layman, Arthur
	1912/13	Oake, Joseph William
1913/14 &	1918/19	Fells, Arthur John
	1914/16	Hart, Joseph Henry
	1916/17	Vezey, Henry John
	1917/18	Shearring, William
	1919/22	Bustin, William Charles
	1922/23	Salter, Mrs. Ada
	1923/24	Cragie, William Joseph
	1924/25	Wills, John Vasey
	1925/26	Stokes, Isaiah
	1926/27	Catchpole, George
	1927/28	Balman, Harry Charles
	1928/29	Horwood, George Alfred
1929/30 &	1941/44	Starr, Albert Charles
	1930/31	Tingle, George Stephen
	1931/32	Lynch, John
	1932/33	George, Mrs. Emily Frances
	1933/34	Philpot, Charles Edward
	1934/35	Weightman, Sidney Robert
1935/36 &	1944/45	Loveland, George
	1936/37	Gibson, Ernest John
	1937/38	Downing, Albert Mansell
	1938/39	Kidd, Albert Victor
	1939/41	Henry, Albert George Richard
	1945	Loveland, Mrs. Florence May
1945/46 and 1956		Jones, Mrs. Louisa, M.B.E.
	1946/47	Powell, Mrs. Frances Alice
	1947/49	Beal, Harry Albert
	1949/50	Snowdon, Edward, J.P.
	1950/51	Greenwood, Miss Eileen Frances
	1951/52	Kemp, Alfred John
	1952/53	Hatcher, Mrs. Alice Maud
	1953/54	Ellis, William Leonard
	1954/55	Geoghegan, Patrick Joseph
	1955/56	Culling, Albert
	1956/57	Thomas, Mrs. Irene Beatrice
	1957/58	Hendy, Thomas
	1958/59	Wardell, William Henry
	1959/60	Mahoney, Jeremiah



LOCAL GOVERNMENT

Members of the Council

MAYOR

Ackland, Cllr. F. J., J.P.

ALDERMEN

Downing, A.M.

Goodwin, R. E., C.B.E., D.L., L.C.C.

Greenwood, E. F. (Miss) J.P.

Jones, L. (Mrs.), M.B.E.

Kidd, A. V.

Mahoney, Ald. Jer.

Snowdon, E., J.P.

COUNCILLORS

Brent, A. E. J.	Dockyard
Brett, L. (Mrs.)	Neckinger
Bristow, G.	Abbey
Brown, L. M. (Mrs.)	Tunnel
Brown, W. R. E.	Dockyard
Coyle, E. V. (Mrs.)	
J.P.	Neckinger
Creswick, F. A.	Park
Creswick, S. L. (Mrs.)	South
Curtis, E. (Mrs.)	Thorburn
Florance, F. W.	Central
Foot, J. V.	Saints
Freestone, A. E.	
(Mrs.)	Abbey
Freestone, G. A.	Leathermarket
Garnett, N.	Willow Walk
George, L. H.	South West

COUNCILLORS—*continued*

Hatcher, A. M. (Mrs.)	South-West
Hendy, T.	Leathermarket
Henley, L. A. J.	Central
Henley, M. A. (Mrs.)	Raymouth
Henley, P. G.	Raymouth
Kemp, A. J., L.C.C.	Leathermarket
Lacey, J.	Abbey
Mackay, W. A.	Dockyard
Mahoney, J. A.	Central
Mahoney, Jos.	Park
Martin, A. E. (Mrs.)	Raymouth
McKay, T.	South
McLeod, F. W.	Thorburn
Melvin, F. J. (Mrs.)	Thorburn
Millichope, J.	Saints
Nicklin, G. (Mrs.)	Willow Walk
Nicklin, W. E.	South-West
O'Grady, J. H.	Tunnel
Osborn, T. J.	Leathermarket
Pinchbeck, G. S.	Tunnel
Roll, M. A. (Miss)	South
Rowe, E. A.	Park
Shaw, M. (Miss)	Neckinger
Thomas, I. B. (Mrs.)	Saints
Thurkle, G.	Leathermarket
Tindall, G. H.	Tunnel
Torrison, A. E.	Tunnel
Wardell, W. H.	Central
Whitnall, F. (Mrs.)	Willow Walk

OFFICERS OF THE COUNCIL

Town Clerk	J. S. Lambert
Deputy Town Clerk	F. Chapman
Borough Treasurer	C. W. Virgo
Deputy Borough Treasurer	J. H. T. Turner
Borough Engineer and Surveyor	H. C. Coss, M.I.MUN.E., F.R.I.C.S.
Deputy Borough Engineer and Surveyor	F. Roberts, F.R.I.C.S., M.R.S.H.
Medical Officer of Health	J. Epsom, M.R.C.S., D.P.H., D.I.H.
Building Manager	A. Ayres, A.R.I.C.S.
Chief Librarian	P. Clare, M.B.E., A.L.A.
Deputy Chief Librarian	C. Tuffin, A.L.A.
Housing Director	H. C. Mercer, F.A.L.P.A., F.I.HSG., M.R.S.H.
Deputy Housing Director	A. Archer, A.I.HSG., A.R.S.H.
Baths Superintendent	C. T. Smith, M.N.A.B.S.
Civil Defence Officer	S. Shutt
Entertainments Officer	J. Brooker
Safety Officer	V. E. Golds
Superintendent Registrar (Births, Deaths and Marriages)	F. Bailey

The Council Chamber



Town Clerk's Department

The Town Clerk, as Clerk to the Council and as the Chief Administrative and Executive Officer, co-ordinates the work of the Council and is custodian of the Council's Deeds and Official Records. He is also Registrar of Local Land Charges. As Electoral Registration Officer it is his duty to prepare each year the Register of Electors and Jury List, and he is also responsible for the organisation of all Parliamentary and Local Government elections held in the Borough.

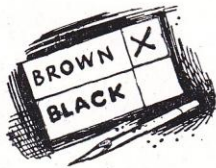
The Town Clerk is also responsible for ceremonial matters, and the care and management of the Town Hall, the Assembly Hall and Municipal Offices; also certain town planning matters, particularly in relation to enquiries from the public as to the L.C.C. Development Plan for Bermondsey. The Town Clerk is Honorary Secretary to the Local Savings Committee, and he prepares and publishes the Council's Public Relations Bulletin, a publication designed to maintain the link between the people of Bermondsey and the Council.

The Civil Defence Officer is responsible for the operation of the Council's duties under the Civil Defence Acts, the Town Clerk being Controller-Designate for Civil Defence.

The Entertainments Officer, who is also on the Town Clerk's establishment, carries out all forms of municipal entertainment.

The function of the Registration of births, marriages and deaths section of the Department are regulated by the Registrar-General, Somerset House.

The Mayor's Secretary is also a member of the Town Clerk's staff.



Battle Bridge House, Tooley Street

Borough Treasurer's Department

The Office of Borough Treasurer is a statutory one with many responsibilities and duties attaching to it. The Borough Treasurer is responsible for the collection of the Council's income and for the making of all payments. He is the officer charged with the preparation of rate estimates upon which the Council determines the general rate to be levied in the Borough. He is also responsible for raising money on loan as required to finance the Council's capital programme of housing construction, street improvements, public lighting and other projects.

He is the Council's adviser on all financial matters including investment of funds, valuation of property for rating purposes, and methods of financing expenditure.

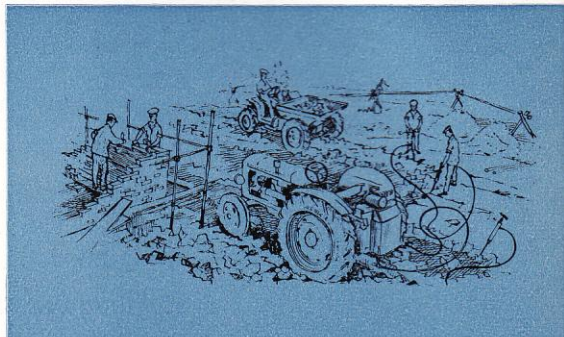
During the course of a year the Borough Treasurer's Department, which is organised into five main sections, collects approximately £2,000,000 in rates, Government Grants and other forms of income, raises approximately £500,000 in loans and makes payment of approximately £2,500,000 for goods and services supplied, salaries and wages, precepts, interest on loans, repayment of loans and other items of expenditure. The Department maintains the accounts of all these financial transactions and these accounts when finalised in the statutory form reflect the expenditure and income of the Council in respect of all its functions and services.



Borough Engineer's Department

The Borough Engineer, with his total staff of approximately 400, is responsible for a variety of important functions within the Council's jurisdiction, including roads, sewers, bridges, street lighting, traffic signs, transport, refuse collection and disposal, street cleansing and workshops. He is also responsible for the Council's architectural work, and has separate sections both for this and for engineering.

The annual cost of maintaining the Borough's services in good working order is approximately £300,000, and a fair proportion of this is spent on maintaining the 46 miles of roads which in such a highly industrialised area, with its constant traffic to the Docks, carry an immense volume of all classes of commercial vehicles.



GARDENS SECTION



The Council's Gardens Section is under the control of the Housing Director. The Section is responsible for the maintenance of the Council's public open spaces, children's playgrounds, the street trees and the lawns and gardens surrounding the housing estates. Extensions to existing open spaces are now being provided at the King George V Playing Field in Lower Road and the Bermondsey playground in Tanner Street.

The Council have their own horticultural nursery at Hartley, Longfield, Kent.



Relaxation in the
Church Grounds
St. Mary Magdalen
(Bermondsey Parish
Church)

Shuttleworth
Playground,
Southwark Park
Road



The Public Libraries

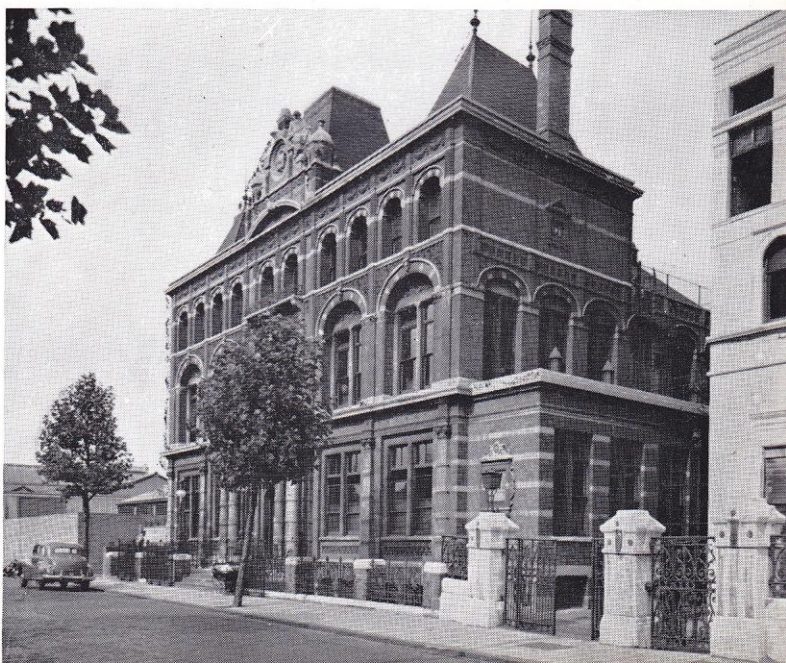
Bermondsey is served by a modern public library system comprising the Central Library (which adjoins the Town Hall in Spa Road), the Rotherhithe Branch Library in Lower Road, the St. Olave Branch Library in Tooley Street and a smaller branch in Rotherhithe Street. All the libraries are open from 9 a.m. to 8 p.m. (Saturday 9 a.m. to 5 p.m.) except on Sundays and public holidays.

At each of these libraries there are collections of books for adult readers, children and for reference, with a total stock of over 120,000 volumes. Of these, some 98,000 are available for home reading in the Lending and Junior Libraries, which are open to persons resident, rated, employed or at school in the Borough and, on a reciprocal basis, to holders of tickets from other boroughs.

The main Reference Library is housed at the Central Library and has a stock of 18,000 books and 4,500 pamphlets, and includes special collections on the leather and tanning industries and on bibliography and librarianship. Catalogues of these special collections are available on application.

The Bermondsey Collection, also at the Central Library, and, as the name implies, devoted to local history and topography, now contains nearly 22,000 books, pamphlets, photographs, prints, drawings, maps, newspaper cuttings and other documents. The branch libraries are equipped with small collections of standard works of reference—encyclopaedias, directories, dictionaries, etc. Current periodicals and news-

The Central Library
Adjoining the Town
Hall in Spa Road





Central Lending Library

papers are displayed in the Reading Rooms at the various libraries, with the exception of the Rotherhithe Street Branch.

Two other collections should be mentioned. The first, an Illustrations Collection of 100,000 items, is in two parts:— (a) reproductions of pictures by artists of all countries and (b) illustrations chosen for their informative value; all are generally available for reference, and pictures are regularly lent to schools, business houses, government departments, other libraries, etc. The second is a collection of over 3,500 gramophone records (including long-playing and foreign language records), and these may be borrowed by persons resident or rated in the Borough.





A section of Central Lending Library

A number of special services are provided by the Bermondsey Libraries, and these include the provision of books at St. Olave's Hospital, Lower Road, the maintenance of a register of blind readers who are supplied with books in Braille by the National Library for the Blind; and a special collection of Finnish fiction. Books are also delivered to the house-bound aged and infirm, and a collection is maintained for use at the S.E. London Juvenile Court. Lectures and talks on the history of Bermondsey, the use of libraries and similar subjects, are arranged for societies, clubs, church groups, schools and other bodies.



In addition to these services and resources, the Bermondsey Public Libraries are linked with libraries of all kinds at Metropolitan, Regional and National level and thus practically any book not already in stock at Bermondsey can be made available from the many millions throughout the country.

Borough Council Housing

Prior to the first world war, the Borough Council's housing property consisted of 227 dwellings which were built in 1903, but despite the grossly overcrowded and insanitary condition of so much of the housing in the Borough, little was done in the way of slum clearance and the erection of new housing until 1922 when the Council made the improvement of housing in the Borough one of their principal aims. Progress was slow until 1930 when the Housing Act of that year gave housing authorities the greatly increased powers necessary to carry through extensive slum clearance programmes and a separate housing department was established for the purpose.

Between 1930 and 1940 when building operations ceased as the result of the war, 73 areas comprising a total of 63 acres were declared to be slum clearance areas and these were cleared and the houses demolished together with many other unfit houses. In connection with these

Borough Council Cottages, Wilson Grove





operations, 4,350 families were displaced and 3,500 new dwellings were erected.

Since the war a vigorous housing policy has been continued and apart from the problem of making good war damage which was sustained by practically every house in the Borough, the Council have to date (October, 1959) erected 1,432 new dwellings, have 543 under construction and plans are being prepared for the erection of a further 629 dwellings.

Bradley House,
Raymouth Road

A portion of
St. Saviours Estate,
Abbey Road



Since 1945, 706 unfit houses have been closed for demolition and the occupiers rehoused which, together with families rehoused from the waiting list, requisitioned properties and new housing sites make a total of 3,700. 508 families are still awaiting rehousing from slum clearance areas and other sites where new dwellings are to be erected.

The total number of dwellings owned by the Council is now 5,575, which constitutes more than one-third of the residential accommodation in the Borough. The gross annual rent roll is £440,000.

The Borough Council are resolute in their intention to ensure that all citizens of Bermondsey shall be provided with good housing and they feel sure that their efforts, together with those of the London County Council, will eventually result in the attainment of this objective.



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Public Health Department

The Council is ever mindful of the needs of elderly people in the community and, whilst its powers to help them are limited, every effort is made to give assistance when and where it is needed.

A Municipal Club for old people is held at the Public Health Centre, Grange Road, S.E.1 on Monday to Friday from 10 a.m. to 4 p.m. where meals and recreation facilities are available. Any elderly person wishing to join the Club is invited to call and see the Club Leader at the above address.

A survey of the Borough is at present being undertaken by the Department's four Welfare Assistants, to help and advise the elderly and to ascertain what is required to meet their needs.

The Department also operates on behalf of the Bermondsey and Rotherhithe Council for the Welfare of Old People a "Meals on Wheels" service and Workrooms for the Elderly.

Details of services available to the elderly may be obtained from the Public Health Department.



As a riparian Borough, Bermondsey has such a considerable volume of food arriving by sea, that one of its main functions is to inspect all appropriate cargoes to ensure that they are fit for consumption. These duties are carried out by the Borough's Public Health and Food Inspectors, the former of whom are also responsible for inspecting all housing property and taking steps to remedy any defects. This is particularly onerous in Bermondsey, where, despite the large amount of building carried out since the war, there is still a fair proportion of sub-standard property still occupied. The position was further accentuated by the wartime bombing, since the Borough was one of the most heavily bombed areas in London and suffered repeated raids both on the docks and many key industrial works.

The Department also operates an efficient rodent control service, which is available to the occupants of all premises.

It is open from 9 a.m. to 5 p.m. on Mondays to Fridays, and from 9 a.m. to noon on Saturdays. The Public Health Inspectors are available for interview daily, and notification of infectious diseases, etc., must be made as soon as possible.

Baths Department

Bermondsey was the pioneer London local authority in providing public baths and wash-houses, and has since maintained its reputation in this respect.

The first baths were built in Spa Road in 1853 and replaced by the present main establishment in Grange Road in 1927. At the time of their construction the new baths were described as "from the architectural point of view both externally and internally one of the most modern and up-to-date public baths and wash-houses in London". They were built by direct labour and referred to by the Press as the Marble Palace of Bermondsey.

Prior to the war the Council had three baths establishments, the other two being in Fair Street and Lower Road, but these were both badly blitzed and put out of action early in the war. Lower Road has only a laundry and slipper baths now working, the swims were demolished as a dangerous structure.

The Council is actively considering the provision of further premises, but at present the baths in Grange Road are the only ones available in the Borough for swimming. There are a first-class bath, 100 feet by 40 feet, and a second-class bath, 80 feet by 30 feet, and in addition 75 slipper baths for men and 50 for women. Vapour baths are also provided and the latest developments is the provision of an Aeratone bath, at a cost of £2,250 and since its installation a year ago, has catered for more than one thousand people.

In the last year for which figures are available, the following show the year's attendance:—



Warm baths	..	..	..	130,251
Swimming baths	..	..	..	119,101
Vapour baths	..	..	..	29,937
Laundry	..	..	..	48,168
Aeratone	..	..	..	1,266
Table Tennis	..	..	..	2,000

During the winter season, approximately between September and the end of April, the first-class bath is covered over to form a large hall for dancing, concerts, sports, etc., and is also equipped with nine table tennis tables which in 1955-56 attracted a total of 2,383 players.

A recent innovation which has proved a great attraction in the hall is five-a-side football competition. Matches are played on Tuesdays, and the result has been the formation of a local league.



Municipal Baths in Grange Road

The large and modern laundry in the Grange Road headquarters has proved to be a vital and much appreciated necessity. Equipped with six compartment machines, it enables the housewife to do her week's washing at much less expense and more quickly than by the normal methods. Similar facilities exist at what is left of the Lower Road establishments.

HOURS OF OPENING		
Warm Baths	Monday—Thursday	8.30 a.m.—7.0 p.m.
	Friday ..	9.30 a.m.—8.0 p.m.
	Saturday ..	8. 0 a.m.—7.0 p.m.
Swims	Daily	8.30 a.m.—9.0 p.m.
Aeratone	Daily	8.30 a.m.—8.0 p.m.
Laundry	Monday, Wednesday,	
	Friday ..	9. 0 a.m.—6.0 p.m.
	Tuesday, Thursday	9. 0 a.m.—8.0 p.m.
	Saturday ..	9. 0 a.m.—2.0 p.m.





Safety in the Borough

Bearing in mind the heavy commercial traffic which the Borough's main roads carry day and night, it is obvious that one of the greatest problems facing the Council is the question of safety, particularly in relation to road safety. In an effort to cope with it the Council has appointed a special safety sub-committee, whose decisions are implemented by the Borough Safety Officer.

The aim of the Committee is of course to prevent accidents of all kinds, and a start on educating the public was made almost immediately after the end of the war. A combined policy of education in road safety and propaganda for the prevention of accidents generally has been actively pursued, with results which are highly encouraging for the future. Careful study is made of the details of road accidents, and from the results of this and other data the Committee decides its policy from time to time.

Each year, for example, film shows, lectures, quizzes and demonstrations are arranged, and making use of the special lamp-post signs erected, 150 D.C. posters are displayed each month. This main propaganda is backed up by leaflets and bookmarks, either of a general nature or for a specific campaign. For some time now Road Safety Charts have been held by each school department in the borough, and for each month, if that department is free of accidents, a slip is attached to this Chart. At the end of each year, the departments free of accidents are awarded a Diploma signed by the Mayor and the Chairman of the Road Safety Committee.

It has always been the policy of the Committee to praise as well as criticise, and personal letters are sent from the Committee to persons having acted courteously, and Road Safety Proficiency Certificates are awarded to children who are reported or seen acting in a commendable way on the roads.

Each year a Road Safety Christmas Card Design Competition is held amongst school children in the borough, and one of the winning designs is reproduced as the Committee's Christmas Card.



HALT!



LOOK RIGHT



LOOK LEFT



LOOK RIGHT
AGAIN



CROSS IF THE ROAD IS CLEAR

And so the work goes on, with additional propaganda ideas added year by year, including now regular winter film shows for adults and children, and a host of other ideas which are bearing fruit.

In co-operation with the Police and Schools, cycle instruction and testing for children is regularly carried out. Many of the original ideas formulated by the Committee have since been adopted by local authorities in many parts of the country.

Civil Defence

During the Second World War, Bermondsey was one of the most heavily damaged of the London Boroughs, and throughout the War its Civil Defence services functioned with distinction.

When the Civil Defence Corps was reformed under the Act of 1948 the Council was given direct responsibility for raising, training and planning the Warden, Headquarters and certain aspects of the Welfare Sections. By delegation from the County Council they now have major responsibilities for recruiting and training the Rescue Section and the balance of the Welfare Section, the Ambulance Section remaining entirely the responsibility of the County Council.

Membership of the Corps is entirely voluntary and is open, with few exceptions, to anyone over 18. So far as is possible, members are free to choose the type of duty they prefer, and recreational facilities are available. Training is centred on the Municipal Offices, separate courses for each section being held at least once a week. All members are encouraged to become proficient in first aid, and increasing amounts of modern equipment are being used including wireless, vehicles and instruments for detecting radio-activity. Very close liaison is maintained with local units of the Industrial Civil Defence Service.

During the period of the winter and spring tides a mobilisation scheme for giving assistance in the event of flooding is operated.



The Civil Defence Officer at the Municipal Offices will be pleased to answer enquiries on any aspect of Civil Defence and a warm welcome awaits new members.

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62

63

MUNICIPAL ENTERTAINMENT

A popular function of the Council with the residents is the provision of entertainment and through the Entertainments Officer over 330 programmes are arranged each year, covering almost every field of entertainment.

The Central Baths Hall is the venue for many activities. In the summer an Aquashow and, with the pool covered in the non-swimming season, dances, table tennis and weekly five-a-side football sessions for local clubs.

The Rotherhithe Assembly Hall is used regularly as a theatre on Thursday evenings when plays, concert parties and variety programmes are presented. The hall is also used for dances, children's shows, darts championships and quizzes.

Shows for children are arranged in the Council's open spaces during the school holidays, and games are organised in recreation grounds.

The Public Relations Service of the Council under the control of the Town Clerk, issues a monthly bulletin of all the forthcoming events in the Borough, copies of which are available at the Municipal Buildings or at the Central Library.



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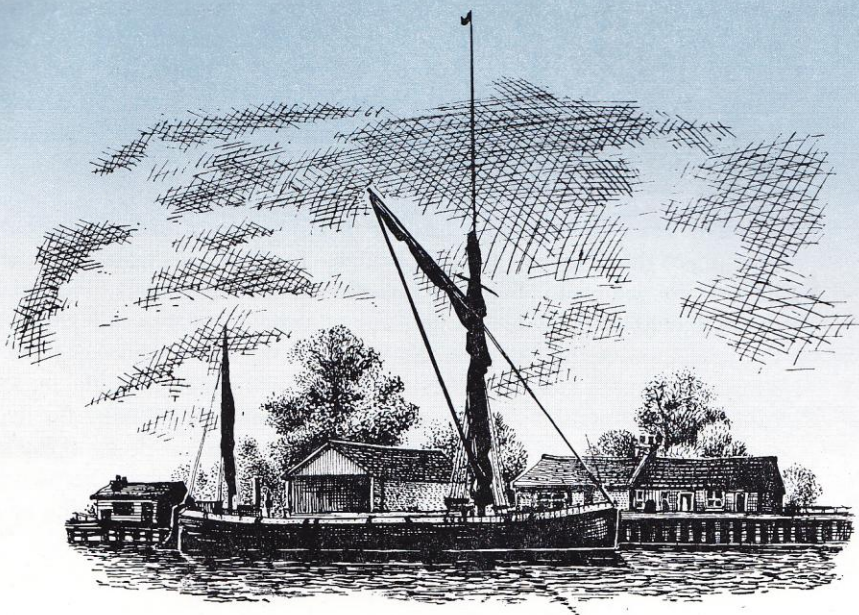
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A History of the Borough

Early Days

The earliest references to both Bermondsey and Rotherhithe come in Saxon times. The name of Bermondsey is derived from the name of the Saxon lord "Boermund" with the addition of "ey" which meant marsh land and was a direct reference to the marshy land that, in those times, covered the area. Rotherhithe, too, is derived from Saxon times and in its original form meant "rethra hythe"—a haven for sailors and this certainly describes an area that, through the centuries, has been a place for seamen. Although the early history of this area is lost it is known that the Saxons had a rough road across the marshes to their farms and this road was probably on the line of the present Tooley Street. It is probable that the previously mentioned "Boermund" lived here on some reclaimed land amid the marshlands, again in the Tooley Street area of today. The Saxons left little record of themselves but, instead, gave us a mixture of legend and fact that is too mixed to be sorted.

The Normans followed and they too clung to the ancient line of Tooley Street which in those years saw a procession of princes and kings, courtiers and statesmen en route to the great Palace or Abbey that was

now founded nearby. In Domesday, the village appeared as Bermondesye (other spellings of the time were "Barmesey", "Barnessay" or "Bere-mindeses") and was said to be a pastoral village of character, decidedly Flemish. The same work of reference mentions Rotherhithe which was in the province of the Royal Manor of Bermondsey.

The main thoroughfare leading to the Abbey also led to the only crossing of the Thames—London Bridge. The first rude wooden structure had turrets and roofed bulwarks but was swept away in 1091. Presumably it had a successor, but we do not hear of another bridge until 1209 when the first London Bridge of stone was built by Peter, the curate of St. Mary Colechurch in the City. His bones were found beneath the masonry of this chapel in 1832. This bridge lasted for six centuries and for five of these it was lined by battlements and houses that overhung the water. It was the custom to stick the heads of traitors along the battlements. The bridge, of course, brought trade to Bermondsey which, in the course of time, became the first stop on the road out to Kent and the coast.

The Abbey and Palace

In 1082, the great Abbey of Bermondsey was founded to become, for many years, the centre of life and learning in this area. It stood on the

Greenwich Railway—View from Spa Road



present Bermondsey Square—Tower Bridge Road junction, but nothing now remains to remind us of its former glory. Looking today at the houses and factories of the area it is difficult to imagine this once beautiful building standing here amid well kept gardens and rich meads with meandering streams, woods and pastures. Yet such was the picture in the days of Edward the Third when the monastery was at the height of its power and influence.

The Abbey, which stood on a small island amid the Marsh, rose to become second only to Westminster in Ecclesiastical importance. It was a focal point for learning and culture and a place of peace, beauty and pageantry. That it has vanished without trace is a sad thought indeed and one wonders what stories the earth beneath the streets and factory yards could tell us! The monastery was founded by Alwin Child, a wealthy citizen of London in William the First's time—his third son later became the first Mayor of London. The monks were of the strict self-disciplining Cluniac order (so called from the parent monastery of Cluny in Burgundy) and were of an even more aesthetic outlook than their more numerous Benedictine brethren. At the same time that the monastery was built, a palace already existed and, maybe, a Saxon palace had existed even before that. Edward the Confessor was the first royal owner of the Manor of Bermondsey.

The monastery, dedicated to the Holy Saviour, took seven years to build and was completed in 1089. Four monks from the noted La Charite abbey in France took control of the new building, which stood amid rich cattle grazing land interlaced with small streams. Close by were a few fine residences of wealthy merchants including one possibly for Child himself. The tale of this great building would need a book in itself for Kings and Queens, Bishops, prelates, nobles and other great men all played their part in its history. Only the briefest outline can here be given. William Rufus was a frequent visitor at the royal palace and great feasts were held here, no doubt startling the monks in the peace of the nearby monastery.

In the British Museum are preserved the original "*Annales Monasterii de Bermundisera*" which have mercifully survived the years. They were compiled by a monk named Robert Preston in the 15th century and give a full list of Abbots and Priors, alterations to premises and other domestic matters at the abbey. Unfortunately the work is written with little colour and is so interlaced with superstition that its value as a record is much reduced.

The year 1154 saw an event of national importance. King Henry II, following his coronation, held the first real Parliament in our history, at

the Bermondsey monastery. The gathering was the logical development of the Saxon Witenagemot and, though largely confined to Barons and Prelates, was of vital importance to democracy. In 1213 Prior Richard erected a hospital and dedicated it to St. Thomas of Canterbury and this continued on the Abbey site for 300 years. At this time, too, was set up the monastic school, one of the three Public Schools of London, the others being Westminster and St. Paul's. Unfortunately the records of this school perished at the Dissolution.

The reign of Henry III saw the meeting of Crusaders within the Abbey walls and in 1373 the first English prior, Richard Dunton, was appointed. From then until the Dissolution no further foreign priors ruled at Bermondsey. By this time mention of the Royal Palace had ceased in records and documents and, as we know that Henry I gave a portion of it to the Abbey as a cloister, it seems probable that the whole palace was absorbed into the Monastic buildings.

In the 15th century the decline of the Abbey began—slowly at first—but later gaining speed as the life of the monks became more and more indulgent. A sad fate for one of the greatest cultural institutions of England at that time. The Dissolution of Henry VIII's reign put an end to the foundation and in 1541 Sir Thomas Pope bought the site and built a great house out of the stone of the Abbey. Today, all traces of the Abbey, the Royal Palace and even the succeeding Bermondsey House have vanished.

The Rise of Industry

In the 14th century, at the same time as the Monastery was declining, the industries of the growing community of Bermondsey first came to notice. In 1392, for instance, we are told that butchers were, by Proclamation, to deposit their skins and offal at Bermondsey and from this rose the industry of tanning which, with the arrival of the Huguenots a century later, gained impetus especially in the Long Lane—Bermondsey Street area where we will still find it chiefly located today. In 1440 the first overall estimate of industry in the area showed that a great variety of trades was carried on including milling, hatmaking, joinery, goldsmithing, gunmaking, brushmaking and many others. Most trades, of course, were carried on in houses or small workshops by one or two people only. By 1553 the gunpowder industry was established at Rotherhithe and seven years later the influx of Huguenots and other Flemish refugees brought new trades. By 1571, some 440 foreigners were engaged in industry in the parish of St. Olave alone. At this time the hat industry

grew rapidly in importance and in 1668 a token coin was issued bearing the crest of the Hat Band Makers Company. Brewing, too, was important, and a map published in 1560 shows a brewery on the site of the present Courage's brewery. Henry Leake, founder of St. Olave's Grammar School, was himself an eminent brewer, and others, of this same parish, were Wessell Webling and Richard Dolman.

Yet, despite this growth of industry, Bermondsey remained essentially rural with the only really thickly populated districts being near London Bridge and the ancient Tooley Street. Rotherhithe, of course, was connected with ships as it had been through the centuries, but was only a mere marshland village by the river. The local menfolk were all seamen and the crew of the famous *Mayflower* all came from Rotherhithe. This old ship came to her last rest in a Rotherhithe shipbreaker's yard and the captain, Christopher Jones, was buried in the churchyard here in 1621.

In 1625 Bermondsey was beset by the plague but, in the Great Plague of forty years later, largely escaped. Indeed, it became a refuge for North Londoners who fled to Bermondsey where these unfortunate people found "some medicinal virtue" in the nauseous smell of the tanpits.

The 18th Century

The 18th century saw the beginning of the great docks and the start of the present urban area, although the rural aspect remained also. Two surviving churches date from this period. The parish church of St. Mary Magdalen was built in 1680 on an earlier site, and the Rotherhithe parish church was built in 1714. The spire of the latter is a noted riverside landmark. Between 1750 and 1800 the docks began to grow and set the pace for the development of London as the world's greatest port. The first dock in London (and, probably, in England also) was built at the entrance to Knot's Dyke and was known as the Great Howland Wet Dock after Sir Charles Howland. Of Knot's Dyke, little history is known and most of that is of a conflicting nature. Howland Dock became a whaling centre and its name was changed to the Greenland Dock—the present name. Rotherhithe at the time assumed a new importance and in 1774 was alluded to as "Rotherhithe, vulgarly called Rederiff, is situated on the Thames and is chiefly inhabited by masters of ships and other seafaring people."

A surprisingly different 18th century aspect was that of the Spa which, with its pleasure gardens, centred on the chalybeate spring dis-

covered near the present Spa Road in 1770. The gardens were owned by Thomas Keyse, an artist, and he built up their reputation by music, fireworks and displays of his own paintings. In an effort to rival Vauxhall gardens, he attracted the public by showing a representation of the siege of Gibraltar, using fireworks and a "rock" which was 200 feet long and covered 4 acres. The spa did not long survive further industrialisation of the district.

The 19th Century

In 1807 the Commercial Dock was formed and from that time progress was swift in the building of the present 11 basins of this dock system. They were developed to cope with the enormous timber trade of London. Cold Stores and other warehouses were later added.

Other developments followed rapidly in the first part of the 19th century although old features were swept away in the process. Two of these were the ancient Debtors Prison in Battle Bridge Lane, which had housed 20 prisoners in appalling conditions in a room twenty feet by six, and Jamaica House at Cherry Garden Street, which had had associations with both Oliver Cromwell and Pepys.

In 1805 the Thames Archway Company tried to tunnel under the Thames but the water broke through and ruined the workings some 100 feet from the Wapping shore. After two more unsuccessful attempts, the tunnel was finally opened by the engineer Brunel in 1843, some nineteen years after it had been begun. It is now used by trains on the New Cross—Whitechapel railway of the Metropolitan Line. At this time also, the old London Bridge was demolished and the present bridge was built in 1831 at a cost of £1,500,000. It is some 100 feet up river from its predecessor.

The railway first came in 1836 after two years of construction. It extended only from Spa Road to Deptford on a viaduct 4 miles long and consisting of 878 brick arches. The line was open daily except Sundays, when due to a shortage of locomotives pedestrians were allowed to use it ! The line later became the London and Greenwich railway (London Bridge Station being the inner terminus instead of Spa Road) and was the first public railway in the London area. The viaduct was extended and is still in use today as the main line to the Kent suburbs and coast, running above the Bermondsey roof tops. It is of interest that the first signal-box in the world was built at Corbett's Lane Junction in 1839.

By the middle of the 19th century Bermondsey was still primarily clustered around Tooley Street and Long Lane though factories and

houses lined the riverbank right through to Rotherhithe and round as far as Limehouse Reach and Deptford. The Docks, though flourishing, were not as yet connected to the railway and indeed, were flanked by marshes where fishers, skaters, fowlers and botanists roamed at will. A great variety of plants, especially aquatic plants, were to be found and the area was the haunt of moorhen, kingfishers, starlings and even wild ducks. The railway ran across the housetops to London Bridge Station (then a terminus) whilst a branch line had been built to Bricklayers Arms which was then a passenger station. This eastern part of the present borough, between Bermondsey proper and Rotherhithe was quite open country with only the railway line and the Grand Surrey Canal to add a more urban touch. Grange Road and Spa Road were the "end" of the built-up town and only a few houses were found along Blue Anchor Road. Beyond, Corbetts Lane wound through the fields towards Deptford and Halfpenny Hatch cut across the marshes near the millpond where is now the stretch of Southwark Park. The built-up area of Bermondsey itself was crowded with houses and factories which hemmed in such old buildings as the parish church and the newer church of St. James. As Tower Bridge had not been built, all traffic crossing the river was concentrated on London Bridge. Shops and small workshops were numerous and taverns occupied nearly every corner. Although the Spa Gardens had gone other entertainment was provided by the Star Music Hall now long since vanished. Bermondsey was neglected in the way of entertainment, compared with many other boroughs, and since the bombing of the old Rotherhithe Hippodrome in the last war, has had no connection with the stage at all.

Later Events

Since the mid 19th century, urbanisation has become complete and the pattern of the present day borough has emerged. An important event was the building of Tower Bridge in 1886-94 and the clearing of Tower Bridge Road through the streets of earlier days. The bridge cost £6,250,000 and was designed by Sir Horace Jones and Sir J. Wolfe Barry. The great gothic towers are 170 feet high and the central opening span is 200 feet long. Although now inadequate in many ways, the bridge remains a masterpiece of the engineering of its day. In 1908 the Rotherhithe Tunnel was opened under the river to Shadwell and provided another valuable road link. It is a mile and a quarter long. The following year saw the opening of the Leathersellers Technical College which, equipped by the Leathersellers Company, has every facility for teaching the leather trade. The population in 1891 was 136,014, but had fallen to 130,760 by 1901.



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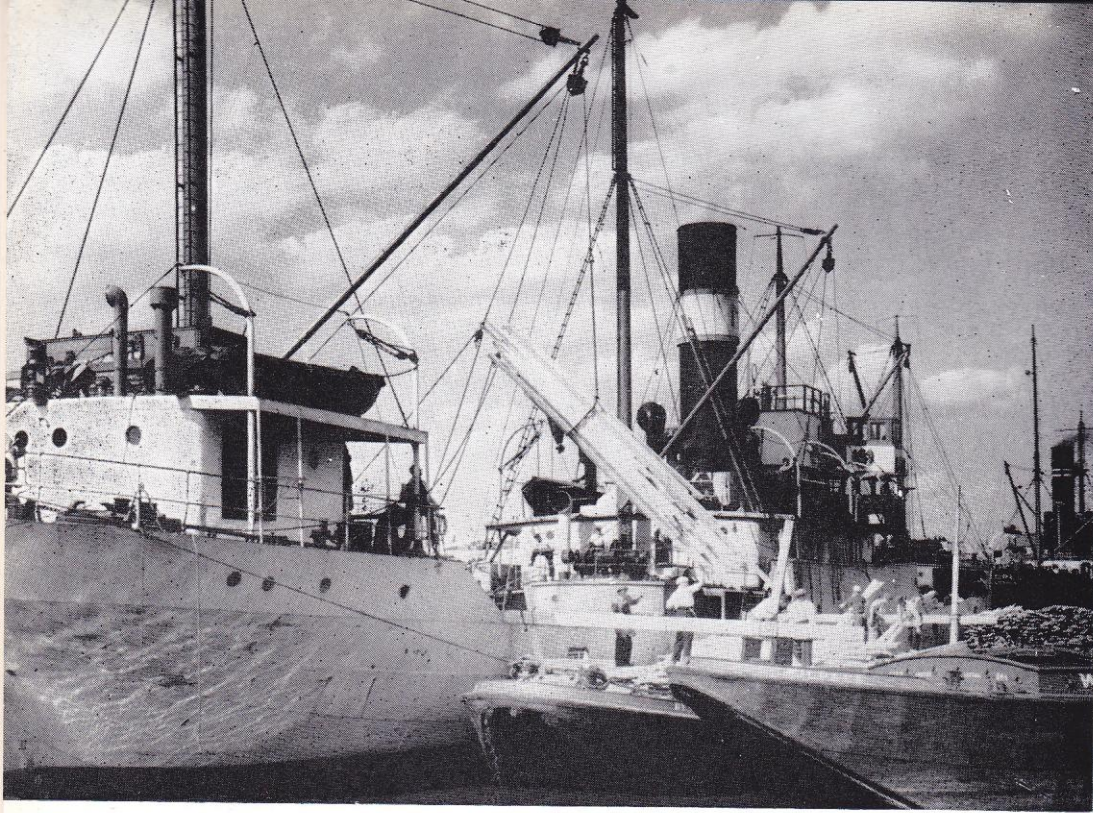
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Two World Wars have left their mark on Bermondsey and, indeed, the destruction in the 1939-45 conflict was enormous. Today new flats and buildings of all types rise from the ruins and modern roads replace the cramped streets of earlier times. The old names only survive to remind us of the great and storied past of Bermondsey and its partner, Rotherhithe. The population of the Borough has fallen through the century from 125,903 in 1911 to 119,452 in 1921, 111,542 in 1931, 60,661 in 1951 to 54,120 today. Two wars and extensive slum clearance have naturally aided this process.



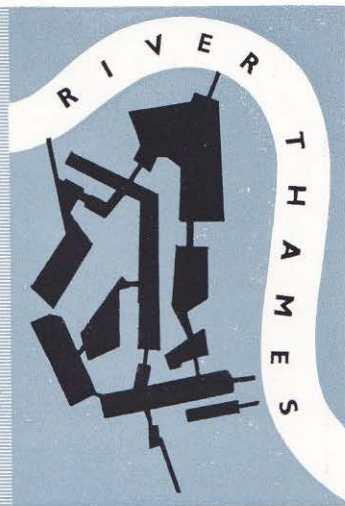
Unloading Timber in the Docks.

THE GROUP known as the Surrey Commercial Docks, which gives employment to a large proportion of local labour, consists of 11 basins interconnected by cuttings, the whole enclosed within the bend of the Thames on the south side between the Lower Pool and the lower end of Limehouse Reach. There are two ship entrances, the Greenland and the Surrey, and these give access to the docks and to the Grand Surrey Canal which leads from the Greenland Dock to Camberwell and Peckham.

The Surrey Commercial Docks are unlike any of the other groups in the Port of London. Each of those other systems was built following an Act of Parliament, and the present outline is approximately that referred to in the parent Act. For example, the directors of the West India Dock Company set out to build a dock which could be easily identified today against the original drawing prepared over 150 years ago. The present Surrey Commercial Docks have been produced by 250 years of construction, amalgamations and alterations.

When the Port of London Authority assumed control of the Port in 1909, a comprehensive improvement scheme was formulated in which the requirements of the continually expanding softwood trade were given due

SURREY COMMERCIAL DOCKS



consideration. As a result of this, several ponds formerly used for storing floated timber were absorbed into a new deep-water dock called the Quebec Dock. This dock, brought into use in 1926, provided additional discharging berths sufficient for six timber-carrying vessels. The adjacent sheds, with the appropriate working area, provided about $8\frac{1}{2}$ acres of additional under-cover storage. New sheds were later built adjacent to Russia and Canada Docks, and in 1930-31 the Lavender and Acorn Ponds were deepened and three new sheds and a new quay 1,580 feet long were constructed.

These docks took the brunt of the severe air attacks in September, 1940, and damage was continuous throughout the war. One hundred and seventy-six sheds were burnt down, and 57 have had to be demolished since. In addition, most of the warehouse space and all the cold-store accommodation in the general-cargo part of the docks were destroyed, and the South Dock Entrance put out of action. In 1939 there was room under cover for 80,000 standards of softwood timber; in 1952 only space for 24,000 standards remained or had been reconstructed. In the Greenland Docks some war time sheds had been erected in order to meet the demand for ship-discharging berths.

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One of the difficulties the Authority have had to face since their inception has been the differing and, consequently constricting dimensions of lock entrances and cuttings, often in the same dock system. This is particularly so in the Surrey Commercial Docks where, for example, the Greenland lock is 80 feet wide and about 35 feet deep, whereas the cutting between the Greenland Canada Docks is 59 feet 6 inches wide with a depth of 27 feet on the sill. Furthermore this cutting, built nearly 100 years ago as an invert cutting with the sides sloping inwards, restricted the passage of ships to those with not more than 57 feet beam and a maximum draft of 23 feet 6 inches. Large vessels for overside discharge have thus had to be kept in the Greenland Dock at berths equipped for the reception of general cargo.

A new scheme provides for widening the cutting between these two docks at an estimated cost of £365,000, and is a step towards the provision of additional berthing accommodation for some of the larger vessels using the system.

Control of the importations of softwood remained until 1953, and during this time the opportunity was taken to review the requirements of the timber trade for under-cover accommodation. Whilst the quantity of timber imported into London is considerable, experience since 1945 has shown that only about 20 per cent of the total tonnage discharged is handed to the Authority for storage. The demands made by the building and other industries on timber are heavy, and many parcels go into consumption very quickly after arrival. New sheds have been built since the war, sufficient to house in all some 27,300 standards of both hardwood and softwood, and further shed accommodation for softwood in the Albion Yard is now under construction. In addition, concrete alleyways have been put down over much of the ground on which timber sheds once stood, and large storage areas have been brought back into use.

There is a popular misconception that the Surrey Commercial Docks deal solely with ships carrying timber mainly from Baltic countries, but the Greenland Dock has always been used by ships discharging or loading general cargoes from and to various countries overseas. For dealing with general cargo at these docks, a new transit shed with an upper floor (No. 8 Warehouse), 350 feet long and 150 feet wide, has been built on the south side of the Greenland Docks. The ground floor allows cargoes to be piled mechanically 20 feet high, and deliveries made by hoists from the upper floor. A unique feature of this new building is that there is water access on both sides, enabling cargo for sorting and craft delivery to be taken direct through the shed to the South Dock. Modern 3-ton electric luffing cranes meet the discharging and loading needs on the Greenland Dock side.

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Interior
of
New
Warehouse

On the opposite side of the Greenland-South Dock Cutting and within a few feet of the new No. 8 Shed, is the recently built No. 2 Shed. Standing on a site previously occupied by a general warehouse, this shed, which is 325 feet long by 90 feet wide, is devoted to immediate-delivery traffic from the Continent. At the west end of the Greenland Dock the work of rebuilding 12a Shed, similarly destroyed during the war, has now finished, and this shed is mainly used for general cargo from Yugoslavian ships. In both these new sheds the roofs have been raised to allow for high-piling of general cargo.

Since 1945 there has been a continual movement towards the introduction of mechanised equipment for timber and general cargo. Mobile cranes, tractors and trailers have now been introduced and have cut out distance and reduced fatigue. Cargo intended for handling by the Authority can be received directly from the ship and conveyed some hundreds of yards to the rear for piling, thus leaving the berth clear. On the other hand, if the barge position should become difficult during the season there is a large area equipped for dumping softwood so as to free craft for further cargo. The handling of hardwood too has been mechanised by employing the same equipment.

Quay cranes varying from 1 to 3 tons capacity are provided on the quays of the Greenland and South Docks, and these facilities are also being augmented and modernised.

Education

At the eastern end of Bermondsey's famous Tooley Street stands St. Olave's and St. Saviour's Grammar School for Boys. Founded as separate schools in the middle of the sixteenth century, St. Olave's and St. Saviour's were amalgamated in 1899, and have a record second to none in the field of education. Proposals have recently been approved by the Minister of Education for the removal of the School to Orpington. Their counterpart for girls is the St. Saviour's and St. Olave's Grammar School for Girls, founded in the New Kent Road in 1903.

Another school in the Borough with a history extending over 250 years is Bacon's School, in Grange Road. The original school was founded in 1703, as a result of a bequest from a local merchant, to provide free education for the children of poor people. The present building was erected in 1890.

Another institution fulfilling a valuable need in the educational facilities in the Borough is The Bermondsey Settlement, which has two centres, one in Farncombe Street, Jamaica Road, and the other at Alice Barlow House, Fulford Street, Rotherhithe. The Settlement provides a very varied curriculum both in the way of evening tuition and lectures, including such subjects as English Grammar and Literature, Mathematics, French, Theology, Health and Music both instrumental and vocal. Perhaps the feature of its work which has justifiably received most prominence is in the social field, where its staff have done much to alleviate the conditions existing in the poorer parts of the Borough. The Settlement was founded by the late Rev. J. Scott Lidgett and his colleague, the late Dr. Moulton, in 1891, and its philanthropic and social work, which includes the organisation of youth centres and children's clinics, has become well known far beyond Bermondsey itself. The Rev. J. Scott Lidgett was first President of the United Methodist Church, and was made a freeman of the Borough in 1952 in honour of his services to Bermondsey. He was Vice-Chancellor of London University from 1930 to 1932, and

editor of the *Methodist Times* before the first World War.



In the technical field, one of the most practical institutions is the National Leathersellers' College, in

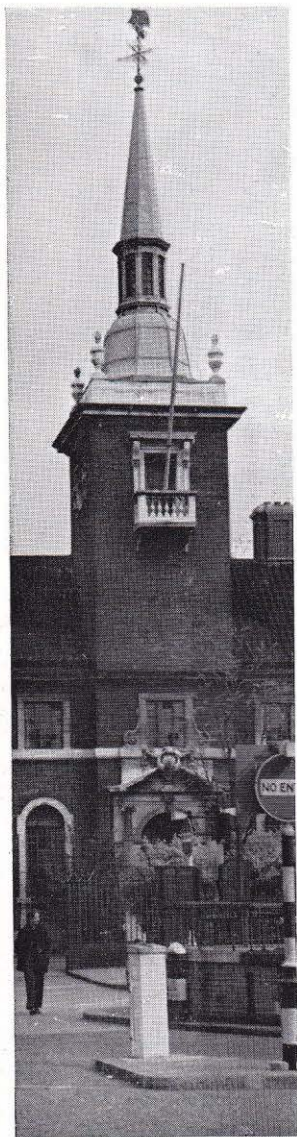
Tower Bridge Road. Bermondsey is of course the home of the country's leather industry, and the College, opened in 1909, gives both theoretical



National Leathersellers College, Tower Bridge Road

and practical instruction in handling leather of all descriptions. It contains practical workshops equipped with the latest machinery, together with a series of laboratories for experimental work, a dyehouse and a tannery. It also has a very extensive technical library, from which students can borrow books for use at home, and a museum containing exhibits relating to every side of the industry, including many from all parts of the world. The College's courses of instruction extend over periods of one, two or three years, and qualify for the award of the College's own diploma and the Associateship of the Leathersellers' College. The organisation, under the Education Act of 1944, was placed within the control of the Ministry of Education, and its governors are now representative of many bodies and interests.

Places of Worship



St. Olav's Church

The Borough's churches suffered severe damage during the air raids of the last war, and considerably reduced the opportunities for worship.

Fortunately the Parish Church of St. Mary Magdalene was undamaged, and its tower, surmounted by a turret, is one of the most familiar landmarks in Bermondsey. It is situated at the junction of Abbey Street and Bermondsey Street, and was originally built in 1290. The existing building dates from 1680, and was restored in 1935. Further restoration work has been carried out since. The flags of the Borough's Civil Defence and A.R.P. services hang in the chancel.

St. James's, in Thurland Road, was built as a thank-offering after the battle of Waterloo, and was consecrated in 1829. The bells are cast from cannon captured during the battle, and the church itself, with its impressive portico of Ionic columns, has much of architectural interest.

St. Mary's, the Parish Church of Rotherhithe, was built in its present form in 1714, and its spire is a famous riverside landmark from Greenwich to Tower Bridge.

St. Crispin's, Southwark Park Road and Holy Trinity, Rotherhithe Street, have both been rebuilt in modern style.

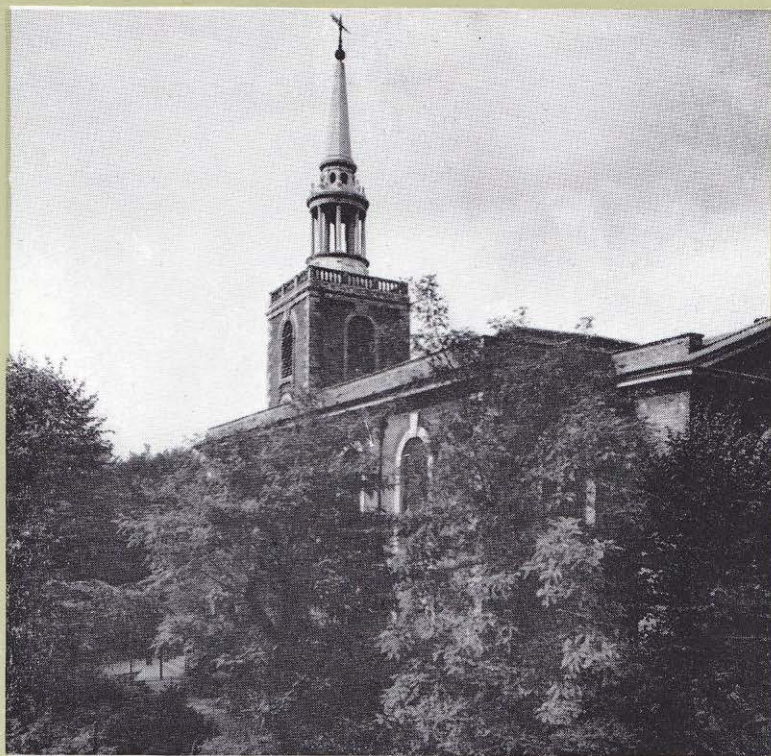
St. Olav's, for Norwegians in London and for seamen from Norway who arrive in the docks, is situated at the northern end of Rotherhithe tunnel. Surmounting its spire is a Viking ship with a golden sail, and inside the church is a model of an old Norwegian frigate, the gift of a Norwegian shipowner. A new Church built in contemporary style is the Finnish Seamen's Church in Brunel Road.

The Most Holy Trinity Catholic Church, Dockhead, which was totally destroyed by one of the last V2 rockets to fall on London, stood on land (formerly a tanyard) gifted by Baroness Montesquieu. The Church and ancillary buildings have now been rebuilt, and the church was consecrated by the Roman Catholic Lord Bishop of Southwark in May 1960.



Finnish Seamen's
Church,

[St. Mary's Church,
St. Marychurch St.
(Rotherhithe Parish
Church)]



Southwark Park

One of Bermondsey's greatest assets from the health and recreation points of view is the 66-acre Southwark Park. Although controlled by the L.C.C., it is within the Borough boundaries, and offers the fullest facilities for sport and recreation.

Acquired by the Metropolitan Board of Works in 1865, it was laid out at a cost of £53,000 and opened to the public four years later. The lake was added shortly after, and was a popular rendezvous for boating, but it was damaged by bombs during the war and was subsequently converted into an ornamental garden. The park has a children's paddling pool and an open-air swimming bath, the latter having its own cafeteria. Bowls, cricket, netball and various other sports are all catered for, and during the season many forms of outdoor entertainment are provided for both adults and children.

Despite the highly industrialised nature of the Borough there are many other parks and open spaces, most of which provide a grand show of colour during the season.

In the near future, under the L.C.C. development plan, part of the land lying between Southwark Park and the river will be used as an open space, thus giving direct access through the park to the lido which forms part of the plan.





Ada Salter Garden,
Southwark Park



Ornamental Pond,
Southwark Park

The Borough's Hospitals

The chief hospital is St. Olave's, in Lower Road, Rotherhithe. This is a 12-ward hospital with 500 beds, and having full medical and surgical facilities is one of the busiest in London. It is under the control of the Bermondsey and Southwark Hospital Management Committee, and in the past few years a progressive policy of development has resulted in its value to the residents of Bermondsey being considerably increased. The history of the hospital has been, in fact, one of continued progress since it came within State jurisdiction, and in face of what appeared at times to be almost baffling difficulties. Particularly was this so in the matter of finance, which has necessarily been restricted in view of the national economic position.

It is perhaps not generally known in Bermondsey that parts of the hospital have been in existence for more than 200 years, with the result that, coupled with the enforced neglect during the war years, the Management Committee were faced with a problem of major proportions when they accepted responsibility for the hospital services. St. Olave's is now a completely modern hospital with vigorous and expanding out-patient and

Refreshment Pavilion, St. Olave's Hospital





Nursing Mirror Photograph

Modernity at St. Olave's—a corner of the casualty department showing how some of the latest unit furniture has been brought into use. Similar furniture is extensively used throughout the hospital.

casualty departments and treatments in physiotherapy, radiology, remedial gymnastics, radiotherapy and chiropody. As a result of a policy of expansion more beds have been opened, substantial improvement made in the wards, and the whole organisation keyed up to a pitch which has resulted in the hospital having a reputation second to none far beyond the confines of the Borough.

Among the many recent improvements were the completion of an extensive scheme of modernisation in the kitchen, the installation of the latest type of X-ray apparatus, and the conversion of the boilers to oil firing.

The total nursing staff is 155, including 105 student nurses taking their training there. The hospital is recognised by the General Nursing Council as a training school for the full State Registered course, and the most up-to-date facilities are provided for the purpose, including the provision of a school complete with lecture rooms, demonstration rooms and a library.

Another interesting feature of the hospital's work on the medical side is that, since it is so near the docks, it is called upon regularly to treat casualties off ships of almost every nationality. Close liaison is maintained with the various shipping lines, and with the help of welfare officers and interpreters, the hospital does invaluable work for seamen all over the world.

The Bermondsey Medical Mission Hospital, in Grange Road, is mainly concerned with the care of the elderly, but this gives no indication of the loving care devoted to the patients by the staff, and the hospital is still carried on in the spirit and traditions which sponsored its foundation.

The work of the Medical Mission began in 1904, when Dr. Lena Fox, still the guiding spirit after more than half a century, took over the original premises. Some years later the building of the permanent hospital was begun, and the formal opening ceremony took place in 1929. The hospital had 20 beds and full medical and surgical facilities. This selfless service continued until the outbreak of the second World War, when the

premises were designated as a First Aid Post, which meant the compulsory closing of the wards. After the war it was obvious that so small a hospital with limited resources could not offer to patients the full range of services available in the larger hospitals, and in 1947 the decision was taken to concentrate on the care of the elderly. This work still goes on against the still strong spiritual background which has been evident since its foundation, and the Mission has enlarged the scope of its activities by opening or taking over three country and seaside homes for the elderly.

The Public Health Centre, in Grange Road, provides certain consultative clinics, including a chest clinic, a physiotherapy department, an X-ray department and an orthoptic department, the latter opened in 1953 and now well established. The Centre plays an important part in the health of the Borough, and the number of out-patient attendances and treatments is striking evidence of its usefulness.

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BERMONDSEY & ROTHERHITHE
Council of Social Service

The functions of the Bermondsey Council of Social Service, of which the Mayor is President, include the rewarding task of caring for the old people and those who are physically handicapped.

Much of the practical work necessarily falls on the Welfare Organiser, Miss A. English, M.A.O.T., S.R.N., who can be contacted at the Town Hall (BER 4726). One of her chief duties is to visit regularly physically handicapped people, in an effort to make life easier for those who cannot help themselves. Apart from this, many other means of achieving the same object have been found. During the summer a "Not Forgotten" coach collects people for a day in the country, lunch being taken in Kent and tea in Surrey, an unforgettable experience for many who have not left their homes for years. A Christmas party, in the presence of the Mayor, is held in Lady Gomm House, where the guests are entertained to a puppet show and each given a parcel of good things, presented by various local firms. Similar parcels are taken to those unable to be present.



A club has been formed at Lady Gomm House, and despite initial difficulties, mainly connected with transport, it has now become a valuable contribution in the good cause. Billiards are provided for those who find themselves able to play, while others play cards and games or sit and chat, "very happy to be in the outside world for a while".

The Council's most urgent needs are means of transport to lighten the task of visiting homes, help by volunteers to lift guests on and off the coach for their weekly visit to the club, and of course more help financially. Expenditure on organisation is kept rigidly to the absolute minimum, and the Council hope that the generosity of the people and firms in the Borough will enable them to increase the scope of their work for the physically handicapped.

The Council also have two standing, and financially independent, committees, the Council for the Welfare of the Blind and the Council for the Welfare of Old People. These function on the lines indicated by their titles, and do much to make the lives of the blind and the aged more enjoyable. Old People's Clubs are organised under the aegis of the Old People's Welfare Council and a meals service for homebound old people is in operation. The Borough Council give financial assistance to this very worth-while work.

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Local INFORMATION

ALMSHOUSE

Helen Peele Memorial Almshouses, 50/52 Lower Road, S.E.16.

AMBULANCE SERVICE

The London County Council provides the following ambulance services free of charge: (1) Accidents (wherever occurring) and sudden illness (in the street, public place or place of employment). The ambulance may be called by private, public or police telephone; dial 999. (No charge in public call boxes). (2) Very urgent illness at home. For conveyance to hospital, provided a doctor certifies the case is one of life and death and arrangements have been made with a hospital for admission. Telephone: WAT. 6000, NEW. 2645, REL. 3622, CEN. 6301, or REG. 4000. (3) Maternity cases. Normally the expectant mother has booked a bed at a hospital or nursing home, and has a white card (Form LAS 23) with full instructions for summoning the ambulance. In case of emergency in the street or public place, act as in (1) above. In all other cases a doctor or midwife must apply. (4) Other illness. For removal to and from hospital, etc., provided the ambulance is ordered by the hospital, by the Emergency Bed Service, or in certain circumstances by a private doctor. Apply in writing or by telephone to WAT. 3311.

AMBULANCE ASSOCIATION, St. John

Local Branch: The Bermondsey Settlement, Farncombe St., S.E.16. (BER. 2127).

AMBULANCE BRIGADE, St. John

Local Branch: No. 33 (Bermondsey) Division, Chaucer Institute, Weston Street, S.E.1. (HOP. 3230).

ANIMALS

People's Dispensary for Sick Animals, 154 St. James's Road, S.E.1. (BER. 1206).

AREA OF BOROUGH—1,503 acres

ASSISTANCE—NATIONAL

Local Office: 215 Borough High Street, S.E.1. (HOP. 1902).

BAND OF HOPE UNION

Bermondsey Band of Hope Union: Bermondsey Gospel Mission, 1/7 Jamaica Road, S.E.16.
Secretary: Miss M. Brown, 39 Sandrock Road, S.E.13. (TID. 4196).

BANKS

Barclays: 177 Jamaica Road, S.E.16, and 248 New Kent Road, S.E.1.
Lloyd's: 56 Old Kent Road, S.E.1.
London Trustee Savings: 255 Southwark Park Road, S.E.16.
Midland: 98 Jamaica Road, S.E.16, 106 Bermondsey Street, S.E.1.
280 Old Kent Road, S.E.1, 345 Jamaica Road, S.E.16.
239 Southwark Park Road, S.E.16.
Westminster: Tower Bridge, 201 Tooley Street, S.E.1.

BIRDS

Bermondsey and District Cage Birds Society. Hon. Secretary: Mrs. O. Wilson, 93 Gosterwood Street, S.E.8.

BLIND—WELFARE OF

Chief Officer, Welfare Department, London County Council, 5 Princes Row, Buckingham Palace Road, S.W.1. (VIC 0162).

District Office: 283 Tooley Street, S.E.1. (HOP. 1772).

Local Welfare of the Blind Committee: Hon. Secretary: Mrs. L. M. Brown, 320 Jamaica Road, S.E.16.

BLOOD TRANSFUSION SERVICE

South London Transfusion Centre, 38 Stanley Road, Sutton, Surrey. (VIG. 8221).

BRITISH RED CROSS SOCIETY

Local Branch: Bermondsey Town Hall, Spa Road, S.E.16. (BER. 2441).

CHAMBER OF COMMERCE

Bermondsey & Rotherhithe Chamber of Commerce. Hon. Secretary: Mrs. E. Westbrook, 26 Rotherhithe New Road, S.E.16.

CHARITIES

Bermondsey United Charities Trust. Hon. Clerk: C. Virgo, Esq., Municipal Offices, Spa Road, S.E.16. (BER. 2441).

Fairby Grange Convalescent Home Charity. Hon. Clerk to the Trustees: J. S. Lambert, Esq., Municipal Offices, Spa Road, S.E.16. (BER. 2441).

Rotherhithe Consolidated Charities. Hon. Clerk: V. H. Wade, Esq., 120 Moorgate, E.C.2. (MON. 2333).

United Charities of St. Olave, St. Thomas and St. John. Clerk: F. Richardson, Esq., 6 Druid Street, S.E.1. (HOP. 2530).

CHILDREN

Invalid Children's Aid Association, Area 4—195 Old Kent Road, S.E.1. (HOP. 5433).

National Society for the Prevention of Cruelty to Children: Victory House, Leicester Square, W.C.2. (GER. 2774).

Save the Children Fund: Queen's House Club, 47 Rotherhithe Street, S.E.16.

Children's Care (L.C.C.). Area Children's Officer: 128 Brook Drive, S.E.11. (REL. 1271).

Children's Country Holiday Fund: Lady Gomm House, Hawkstone Road, S.E.16. (BER. 3811).

Children's (School) Care Committee. Local Office: 68b Old Kent Road, S.E.1. (ROD. 5555).

CHURCHES AND CHAPELS

Church of England:

Charterhouse Mission Church, Crosby Row, S.E.1. Missioner: Rev. T. S. Nevill, M.A., 40 Tabard Street, S.E.1. (HOP. 1123).

Clare College Mission (The Church of the Epiphany), Dilston Grove, S.E.16. The Rev. G. Heal, 84 Abbeyfield Road, S.E.16. (BER. 3468).

Holy Trinity, Rotherhithe. Vicar: The Rev. O. H. D. Batty, M.A., 676 Rotherhithe Street, S.E.16. (BER. 3963).

S. Anne's, Bermondsey. Vicar: The Rev. J. L. Chater, M.A., St. Anne's Vicarage, Thorburn Square, S.E.1.

S. Augustine's, South Bermondsey, Vicar: The Rev. T. J. F. Heighway, S. Augustine's Vicarage, Lynton Road, S.E.1.

S. Crispin with Christ Church, Bermondsey. Vicar: The Rev. P. Gray, B.A. (LOND.), M.A. (OXON). S. Crispin's Vicarage, Southwark Park Road, S.E.16. (BER. 5567).

S. James with Christ Church, Bermondsey. Vicar: The Rev. H. S. Napper, L.Th., 2 Thurland Road, S.E.16. (BER. 1000).

S. Katherine with S. Barnabas, Rotherhithe. Vicar: The Rev. E. H. Walker, B.D., A.K.C. (Rural Dean of Bermondsey), The Vicarage, Plough Way, S.E.16. (BER. 3679).

S. Luke, Bermondsey. Priest-in-Charge: The Rev. E. H. Walker.

S. Mary Magdalen with S. Olave and S. John, Bermondsey. Rector: The Rev. F. S. Skelton, M.A. 107 Grange Road, S.E.1. (BER. 1628).

S. Mary with All Saints, Rotherhithe. Rector and Surrogate: The Rev. R. A. Shute, B.A., The Rectory, S. Marychurch Street, S.E.16. (BER. 3420).

Roman Catholic:

Most Holy Trinity, Dockhead. Parish Priest: Very Rev. Canon O. McManus, B.A. (Rural Dean), The Priests House, Dockhead. (BER. 1641).
Our Lady of La Salette and St. Joseph, Melior Street. Parish Priest: Rev. M. O'Hagan, 14 Melior Street, S.E.1. (HOP. 1948).
St. Gertrude's, Debnams Road. Parish Priest: Rev. K. Palmer, 1 Debnams Road, S.E.16. (BER. 4132).
St. Peter and the Guardian Angels, Paradise Street. Parish Priest: Rev. J. McKenna, 72 Paradise Street, S.E.16. (BER. 2969).

Baptist:

Drummond Road, S.E.16. Pastor: J. Parker, Esq.
Ebenezer, Monnow Road, S.E.1. Pastor: W. H. Clarke, Esq.
South Bermondsey, Ilderton Road, S.E.16. Lay Pastor: H. F. Sparks, Esq.

Congregational:

Southwark Park, Hawkstone Road, S.E.16. Minister: Rev. W. J. Walker, The Manse, Marlborough Congregational Church, Old Kent Road, S.E.1. (BER. 3770).

Lutheran:

Norwegian Seamen's Church, Albion Street, S.E.16. (BER. 2722). Minister: Rev. B. Mathisen.
Swedish Seamen's Church, 120a Lower Road, S.E.16. (BER. 1644). Pastor: Rev. E. Rexius.
Finnish Seamen's Church, Brunel Road, S.E.16. (BER. 1261). Chaplain: L. Louhivuori.

Methodist:

South London Mission—Central Hall, Bermondsey Street, S.E.1. (HOP. 2014).
Bermondsey Settlement, Farncombe Street, S.E.16. (BER. 2127).
Southwark Park, Lower Road, S.E.16. (BER. 4355).
Manor Church, Galleywall Road, S.E.16. (BER. 1560).
South-East London Mission—St. George's Hall, Old Kent Road, S.E.1. (BER. 1128).

Presbyterian Church of England:

St. Andrew's, Preaching Station, Southwark Park Road, S.E.16. Lay Agent: D. Hutchison, Esq.

Other Churches and Chapels:

Bermondsey Gospel Mission (Undenominational), 1/7 Jamaica Road, S.E.16.
Elim Tabernacle (Four Square Gospel), Dunton Road, S.E.1.
Gedling Street Mission (Undenominational), Gedling Street, S.E.1.
London City Mission: Paradise Street, S.E.16.
Beatrice Road, S.E.16.
St. Crispin's Mission, Cherry Garden Street, S.E.16.
Stephen the Yeomen Mission, Cranbourn Place, S.E.16.
Union Chapel, Tooley Street, S.E.1. Pastor: Rev. C. F. Peters.

CINEMAS

The Rialto, St. James's Road, S.E.16.

CIVIL DEFENCE

Controller-Designate: J. S. Lambert, Esq., Town Clerk.
Deputy Controller-Designate: H. C. Coss, Esq., Borough Engineer and Surveyor.
Civil Defence Officer: S. Shutt, Esq., Bermondsey Town Hall, Spa Road, S.E.16. (BER. 2441).

CUSTOMS AND EXCISE

Customs & Excise Offices (Purchase Tax), 76 London Road, S.E.1. (WAT. 3527).
General Excise Enquiries: 2-10 St. George's Road, S.E.1. (WAT. 3182).
Surrey Commercial Dock (Surveyor), S.E.16. (BER. 3324).

DISTRICT SURVEYOR

J. Dufton, Esq., 185 Tower Bridge Road, S.E.1. (HOP. 0558).

EARLY CLOSING DAY. Thursday at 1 p.m.

EDUCATION

L.C.C. Divisional Education Officer: F. C. Pegg, Esq., Division No. 8, 50 Acre Lane, S.W.2.
(BRI. 8611)

L.C.C. Nursery School:
Kintore Way Nursery, Grange Road, S.E.1.

L.C.C. Primary Schools:
Albion, Clack Street, S.E.16.
Alma, Alexis Street, S.E.16.
Galleywall, Galleywall Road, S.E.16.
Grange, Webb Street, S.E.1.
Redriff, Redriff Road, S.E.16.
Riverside, Farncombe Street, S.E.16.
Rotherhithe, Suffolk Grove, S.E.16.
Snowfields, Kirby Grove, S.E.1.
Southwark Park, Southwark Park Road, S.E.16.
Tower Bridge, Fair Street, S.E.1.

Voluntary Primary Schools:
Bacon's C.E. Grange Road, S.E.1.
Boutcher C.E., Grange Road, S.E.1.
La Salette R.C., Melior Street, S.E.1.
St. James's C.E., Riverside School, Farncombe Street, S.E.16.
St. Joseph's R.C., George Row, S.E.1.
St. Joseph's, R.C., Paradise Street, S.E.16.
St. Mary Magdalen C.E., Grange Walk, S.E.1.
St. Mary's C.E., Lower Road, S.E.16.
St. Paul's C.E., St. Paul's Avenue, S.E.16.

L.C.C. Secondary Schools:
Aylwin, Southwark Park Road, S.E.16.
Laxon, Long Lane, S.E.1.
Monnow, Monnow Road, S.E.1.
Tower Bridge, Tanner Street, S.E.1.

Voluntary Secondary Schools:
St. Michael's R.C., East Lane, S.E.1.
St. Olave's and St. Saviour's Grammar, Tooley Street, S.E.1.

Evening Institute:
Chaucer Institute, Weston Street, Old Kent Road, S.E.1.

Recreational Institute:
Tower Bridge, Tower Bridge School, Riley Road, Tanner Street, S.E.1.

ELECTRICITY

London Electricity Board Enquiry Office, 320 Jamaica Road, S.E.16. (BER. 2154). Municipal
Offices, Spa Road, S.E.16. (BER. 2851).
London Electricity Consultative Council (Southern Sub-Area District Committee). Secretary:
W. H. D. Grout, Esq., 54 Bengeworth Road, S.E.5. (BRI. 4051).
Questions concerning electricity supply or charges will be dealt with in the first instance by
the local office of the London Electricity Board. If consumers are not satisfied they may
seek the assistance of the Sub-Area District Committee.

EMPLOYMENT

Bermondsey Employment Exchange, 2 Government Buildings, Brunel Road, S.E.16. (BER.
2864).
Youth Employment Officer: E. Johnson, Esq., 43 Walworth Road, S.E.17. (ROD. 3484).

FIRE BRIGADE

Headquarters: Albert Embankment, S.E.1. (REL. 3811).
Local Stations: Fire Station, Pageant's Wharf, 241 Rotherhithe Street, S.E.16.
Dockhead Fire Station, Wolseley Street, S.E.1.
In case of fire, dial 999 and ask for "Fire Service".

GAS

South Eastern Gas Board Divisional Office and Showroom: 709 Old Kent Road, S.E.15. (NEW. 2000).
South Eastern Gas Consultative Council. Secretary: A. D. H. Block, Esq., Bondway House, 2 Bondway, S.W.8. (REL. 3265).

HOSPITALS

Bermondsey Medical Mission Hospital, 44 Grange Road, S.E.1. (BER. 4241).
Guy's Hospital, St. Thomas' Street, S.E.1. (HOP. 3500).
St. Olave's Hospital, Lower Road, S.E.16. (BER. 4311).

HOME HELPS

Local Office: Public Health Centre, 108 Grange Road, S.E.1. (BER. 2285).

HOMES FOR THE AGED

The Abbeyfield Society Ltd., 50 Eugenia Road, S.E.16.

HOUSING

Bermondsey Borough Council, Housing & Estate Offices, Neckinger, S.E.1. (BER. 2441) for Borough Council Housing Estates.
L.C.C. District Housing Offices: South-Eastern District, 19 Breakspears Road, Brockley, S.E.14. (TID. 4651) for L.C.C. Housing Estates.

Housing Associations (with properties in the Borough):

Gomm Housing Association Ltd., 5 New Square, Lincoln's Inn, W.C.2. (HOL. 3613).
Guinness Trust, 11 St. James's Square, S.W.1. (WHI. 3783).
Metropolitan Association for Improving the Dwellings of the Industrious Classes, Inc., 13 Red Lion Square, W.C.1. (CHA. 3537).
Sutton Dwellings Trust, Victoria House, Southampton Row, W.C.1. (HOL. 6863).

House Purchase and Improvements—Loans

L.C.C. Comptroller, County Hall, Westminster Bridge, S.E. 1. (WAT. 5000, Ext. 7244).

INCOME TAX

Local Office: 289 Borough High Street, S.E.1. (HOP. 0643).

INVALID KITCHENS OF LONDON

Local Centre: Crossways Mission, 92 New Kent Road, S.E.1.

JUSTICES OF THE PEACE

The Mayor, Bermondsey Town Hall, Spa Road, S.E.16; Councillor Mrs. E. V. Coyle, 181 Rotherhithe New Road, S.E.16; J. P. Marindin, Esq., M.A., Oxford & Bermondsey Club, 42 Tanner Street, S.E.1; Alderman E. Snowdon, 85 Southwark Park Road, S.E.16., Alderman Miss E. F. Greenwood, 47 Aspinden Road, S.E.16.

JUSTICES—CLERK TO THE

R. L. Hazell, Esq., Town Hall Chambers, 34 Borough High Street, S.E.1. (HOP. 3328).

LEGAL ADVICE

Poor Man's Lawyer: Cambridge House Legal Advice Centre, 131 Camberwell Road, S.E.5. (ROD. 3051).

LONDON COUNTY COUNCIL—Borough Representatives.

Alderman R. E. Goodwin, C.B.E., D.L.
Councillor A. J. Kemp.
J. R. Thomas, Esq.

LONDON COUNTY COUNCIL—Health Services

Divisional Health Office: 128 Brook Drive, S.E.11. (REL. 1271).
Bermondsey Health Centre: 108 Grange Road, S.E.1. (BER. 2285).
Rotherhithe Clinic: 98 Rotherhithe New Road, S.E.16. (BER. 1583).

LUCAS-TOOTH BOYS' TRAINING FUND

Lucas-Tooth Gymnasium, 26 Magdalen Street, S.E.1. (HOP. 3240).

MEMBER OF PARLIAMENT: R. J. Mellish, Esq., House of Commons, Westminster, S.W.1.

MIDWIFERY SERVICE

Midwives: Miss I. Cassidy, 22 Lynton Estate, Lynton Road, S.E.1. (BER. 3717); Miss E. Harris, 1 Dhonau House, Longfield Estate, S.E.q. (BER. 1475).
St. Olave's District Nursing Association, 13/15 Cherry Garden Street, S.E.16. (BER. 3259).

MORAL WELFARE ASSOCIATION

Local Office: 53 Chatham Street, S.E.17. (ROD. 5764).

NURSERIES—DAY

There are three day nurseries controlled by the L.C.C.: Whitstable Street, S.E.16; Marine Street, S.E.1; and Tenda Road, S.E.1.
Application should be made in the first instance to the Public Health Centre, 108 Grange Road, S.E.1. (BER. 2285).

NURSES

St. Olave's (Bermondsey and Rotherhithe) District Nursing Association, 13-15 Cherry Garden Street, S.E.16. (BER. 3259).

OLD PEOPLE'S WELFARE

Bermondsey and Rotherhithe Council for the Welfare of Old People. Hon. Secretary: R. Coode, Esq., Municipal Offices, Spa Road, S.E.16. (BER. 2441).
Clubs are organised for old people and a meals service is in operation for homebound old people.

PENSIONS

Ministry of Pensions and National Insurance Local Offices:
Bermondsey: 200/202 Old Kent Road, S.E.1. (ROD. 6001).
Borough: 6 Marshalsea Road, S.E.1. (HOP. 4051).
District War Pensions Office: 218 Balham High Road, S.W.12. (BAL. 1266).

POLICE

Local Police Station:

Rotherhithe Police Station, 23 Paradise Street, S.E.16. (BER. 1113).
Tower Bridge Police Station, 209 Tooley Street, S.E.1. (HOP. 0384).

County Court: Southwark County Court, Swan Street, S.E.1.

Magistrates' Court: Tower Bridge, Tooley Street, S.E.1.

POLITICAL PARTIES

Bermondsey Labour Party. Secretary: J. R. Thomas, Esq., L.C.C., 133 Lower Road, S.E.16. (BER. 3457).
Bermondsey & Rotherhithe Conservative and Unionist Association. Runge Hall, Culling Road, S.E.16. (BER. 3407).
Bermondsey Liberal Association. H. J. Ince, Esq., 53 Hawkstone Road, S.E.16.
Bermondsey Communist Party. Mrs. L. Patrick, 5 Lewes House, Barnham Street, S.E.1.
Bermondsey Independent Labour Party. W. A. Streetly, Esq., 38 Southwark Park Road, S.E.16.

POPULATION (Mid. 1959 Registrar-General's Estimate)—54,120.

POST OFFICES

Post Offices in the Borough of Bermondsey:

Branch Offices: 19a Borough High Street, S.E.1. (HOP. 1001) and 67 Old Kent Road, S.E.1. (BER. 3455).

Branch Sorting Office: 291 Jamaica Road, S.E.16. (BER. 2708).

Sub-Post Offices:

S.E.1 Postal District—102/4 Bermondsey Street; 35 Dockhead; 56 Grange Road; London Bridge Station, S.E.1; 61 Tooley Street; 159 Tooley Street.

S.E.16 Postal District—123 Amos Estate; 75 Elgar Street; 1c Ilderton Road; 101 Jamaica Road; 225 Lower Road; 201 Rotherhithe New Road; 174 Southwark Park Road.

PRESS—LOCAL

The following newspapers circulate in Bermondsey and adjacent areas:

"The Kentish Mercury", 6/28 Blackheath Road, S.E.10. (TID. 1122).

"The South London Advertiser", 30/38 Westow Street, S.E.19. (LIV. 4455).

"The South London Observer", 84 Camberwell Church Street, S.E.5. (ROD. 4451).

"The South London Press", 70/74 London Road, S.E.1. (HOP. 1106).

PUBLIC RELATIONS BUREAU, Municipal Offices, Spa Road, S.E.16, is held every Thursday between 7 p.m. and 9 p.m. A panel of Councillors are in attendance each Thursday evening to discuss with members of the public general or personal problems arising out of the Council's activities, or to supply information concerning the services available within the Borough whether provided by the Council themselves or by other authorities; also any other information as to local government matters affecting Bermondsey.

REGISTRATION, BIRTHS, DEATHS & MARRIAGES

Registrar-General, Somerset House, W.C.2. (TEM. 2407).

Local Registrar's Office: Municipal Offices, Spa Road, S.E.16. (BER. 2441). Hours: 9.30 a.m.—5.30 p.m. Monday to Friday; 9.30–11.30 a.m. Saturday.

RENT TRIBUNAL

Furnished Houses Rent Tribunal: 412 Brixton Road, S.W.9. (BRI. 7777).

RECREATION GROUNDS, PARKS, Etc.

Maintained by Bermondsey Borough Council: Bermondsey Playground, Tanner Street; Cranbourn Place Garden; King George's Field, Lower Road; Leroy Street Playground; Long Lane Recreation Ground; Marine Street Children's Playground; Nelson Recreation Ground, Guy Street; Pearson's Recreation Ground, Rotherhithe Street; Redriff Playground, Redriff Estate; Salter Playground, Coxson's Place; St. Anne's Garden, Thorburn Square; St. James's Churchyard, Jamaica Road; St. John's Churchyard, Fair Street; St. Mary's Garden, St. Marychurch Street; St. Mary Magdalen Churchyard, Tower Bridge Road; St. Paul's Churchyard, Rotherhithe Street; Tooley Street Recreation Ground; Variety Playground, Arnold Estate.

Maintained by London County Council: Bermondsey Spa, Spa Road; Jamaica Road Open Space; Leathermarket Open Space, Tyer's Gate; Paterson Park, Lynton Road; Southwark Park, Southwark Park Road.

SALVATION ARMY

Local Branch: Men's Hostel, 122/124 Spa Road, S.E.16. (BER. 1814).

SAVINGS MOVEMENT—NATIONAL

Bermondsey Local Savings Committee. Hon. Secretary: J. S. Lambert, Esq., Town Clerk, Municipal Offices, Spa Road, S.E.16. Organising Secretary: P. J. Martin, Esq., Municipal Offices, Spa Road, S.E.16. (BER. 2441). National Savings Selling Centre: Municipal Offices, Spa Road, S.E.16.

SETTLEMENTS (Youth and Community Welfare Work):

Bede House Association, Lady Gomm Youth Centre, Hawkstone Road, S.E.16. (BER. 3811-2).

Bermondsey Settlement, Farncombe Street, S.E.16. (BER. 2127).

Cambridge University Mission, 43 Jamaica Road, S.E.16. (BER. 3788).

Canterbury, Oxford & Bermondsey Club, 42 Tanner Street, S.E.1. (HOP. 2407).

Dockland Settlement and Malvern Clubs Council, Inc., No. 4 Settlement, Redriff Road, S.E.16. (BER. 3621).

Downside Settlement, 38 Fair Street, S.E.1. (HOP. 0093).

Time & Talents Association, 187 Bermondsey Street, S.E.1. (HOP. 2284).

SOCIAL SERVICE

Bermondsey and Rotherhithe Council of Social Service. Hon. Sec. E. T. Hodgkins, Municipal Offices, Spa Road, S.E.16.

Home Bound and Physically Handicapped Welfare Organiser: Miss A. English, Bermondsey Town Hall, Spa Road, S.E.16. (BER. 4726).

STREET AND OPEN MARKETS

Held at the following places: Albion Street; Bermondsey Street; Railway Approach, London Bridge; Southwark Park Road; Trident Street; The New Caledonian Market, Bermondsey Square (Fridays only).

TERRITORIALS

6th (Bermondsey) Battalion, The Queen's Royal Regt. T.A. Drill Hall, 2 Jamaica Road, S.E.16. (BER. 1395).

TRANSPORT FACILITIES

Bus Route No.

Route

- 1—Willesden — Kilburn — Marylebone — Charing Cross — Waterloo — Elephant & Castle — **Grange Road** — **Surrey Docks** — Deptford — Lewisham.
- 4—Finsbury Park — Islington — Ludgate Circus — Elephant & Castle — **Jamaica Road** — **Surrey Docks** — (Weekday peak hours only).
- 21—**London Bridge** — **Old Kent Road** — New Cross — Eltham — Sidcup — Farningham. (Extended weekday peak hours to Moorgate).
- 42—Aldgate — **Tower Bridge** — **Old Kent Road** — Camberwell Green. (Extended Saturdays to Norwood Garage and Sundays to Herne Hill).
- 47—Shoreditch — **London Bridge** — **Dockhead** — **Surrey Docks** — Deptford — Lewisham — Catford — Bromley — Farnborough.
- 53—Camden Town — Oxford Circus — Charing Cross — Elephant & Castle — **Old Kent Road** — New Cross — Deptford — Charlton — Woolwich — Plumstead.
- 63—King's Cross — Blackfriars — Elephant & Castle — **Old Kent Road** — Peckham Rye — Honor Oak — Crystal Palace. (King's Cross to Honor Oak only on Sundays).
- 70—Eltham — Greenwich — **Surrey Docks** — **Jamaica Road** — **London Bridge** — Southwark — Waterloo (weekdays only—extended peak hours to Victoria).
- 78—Shoreditch — Aldgate — **Tower Bridge** — **Old Kent Road** — Peckham Rye — Dulwich.
- 82—Stepney — **Rotherhithe Tunnel** — **Surrey Docks** — **Rotherhithe Street**.
- 153—W. Hampstead — Baker Street — Charing Cross — Elephant & Castle — **Old Kent Road** — New Cross — Deptford — Charlton — Woolwich — Plumstead. (Sundays only).
- 177—Abbey Wood — Woolwich — Greenwich — New Cross — **Old Kent Road** — Elephant and Castle — Westminster — Embankment.
- 179—Grove Park — Catford — Brockley — New Cross — **Old Kent Road** — Elephant & Castle — Blackfriars — Farringdon Street.
- 182—Eltham — Lewisham — New Cross — **Old Kent Road** — Borough — Cannon Street. (Extended weekday peak hours and Sundays to Woolwich).
- 188—Greenwich — **Surrey Docks** — **Dockhead** — Elephant & Castle — Waterloo — Holborn — St. Pancras — Camden Town — Chalk Farm.
- 199—Waterloo — Elephant & Castle — **Grange Road** — **Surrey Docks** — Deptford — Lewisham — Catford — Bromley — Farnborough. (Weekdays only).
- 202—Rotherhithe New Road (Canal Bridge) — **South Bermondsey** — **Surrey Docks** — New Cross.
- 295—Night — Downham — Catford — Lewisham — New Cross — **Old Kent Road** — Elephant & Castle — Blackfriars — Charing Cross (Night service, Saturday night and Sunday morning excepted).

Underground Railway Stations: London Bridge (Northern Line):

Surrey Docks (Lower Road) and Rotherhithe (Brunel Road) (Met. Line).

Southern Region Railway Stations: London Bridge (WAT. 5151).

South Bermondsey, Rotherhithe New Road.

Goods Station: Bricklayers Arms, Pages Walk (WAT. 5151).

WATER BOARD—METROPOLITAN

Collecting Office for Water Rates: 120 London Road, S.E.1. (WAT. 5554).
District Engineer: Nunhead Works, Linden Grove, S.E.15. (NEW. 5343).

WEIGHTS AND MEASURES

Local L.C.C. verifying office: 94a Southwark Bridge Road, S.E.1. (WAT. 7508).

WELFARE ASSOCIATION—FAMILY

Nearest Office: 35 Lyndhurst Road, S.E.15. (ROD. 5561).

WOMEN'S VOLUNTARY SERVICES

Local Branch: 2 Government Buildings, Brunel Road. (BER. 4389).

YOUTH ORGANISATIONS

Bermondsey Youth Committee. Secretary: F. C. Pegg, Esq., L.C.C. Divisional Office, 50 Acre Lane, S.W.2. (BRI. 8611).

Youth Service Organiser: C. D. Cordwell, Esq., L.C.C. Divisional Office, 50 Acre Lane, S.W.2. (BRI. 8611).

Youth Clubs:

Bermondsey Central Hall, Bermondsey Street, S.E.1.—Boys', Girls' and Senior Mixed Clubs. (HOP. 2014).

Bermondsey Settlement, Farncombe Street and Southwark Park Methodist Church, Lower Road.—Junior, Senior and Mixed Clubs. (Youth Leader: B. Hale, Esq. BER. 2127).

Cambridge University Mission, 43/47 Jamaica Road, S.E.16. Junior and Senior Boys' and Girls' Clubs. (Warden: D. J. Welch, Esq. BER. 3788).

Charterhouse Club, Crosby Row, S.E.1.—Junior and Senior Clubs. (Leader: H. Dean, Esq., 40 Tabard Street, S.E.1. HOP. 1123).

Dickens Estate Social Club, The Clubroom, Dickens Estate, Dockhead, S.E.1.—Junior Boys' and Girls' Clubs and Senior Youth Club. (Warden: Miss A. Becker, 13 Wade House, Dockhead, S.E.1. BER. 3686).

Downside Settlement, 38 Fair Street, S.E.1.—Junior and Senior Boys' Clubs. (Leader: F. E. Ballard, Esq. HOP. 0093).

Dockland Settlement No. 4.—Redriff Road, S.E.16.—Junior and Senior Clubs. (Warden: Mrs. J. Bromwich. BER. 3621).

Holy Trinity (R.C.) Girls' Club, St. Michael's Hall, Dockhead, S.E.1. (Leader: Mrs. A. Firth, 29 Thorburn Square, S.E.1).

Holy Trinity Church Youth Groups, Rotherhithe Street, S.E.16. (All correspondence to The Rev. O. Batty, 676 Rotherhithe Street, S.E.16).

Lady Gomm Youth Centre, Hawkstone Road, S.E.16.—Junior Boys' and Girls' and Senior (Mixed) Clubs. (Warden: Miss M. Crump. BER. 3811-2).

London City Mission, Paradise Street, S.E.16.—Girls' and Boys' Clubs. (All correspondence to "The Club Leader").

Manor Methodist Youth Club, Manor Methodist Church, Galleywall Road, S.E.16.—Junior Girls', Youth and Friendship Clubs. (Minister: Rev. L. Timmins. BER. 1538).

Oxford & Bermondsey Canterbury Club, 42 Tanner Street, S.E.1.—Junior, Intermediate and Senior Boys' Clubs. (Warden: E. Harlow, Esq. HOP. 2407).

Oxford & Bermondsey Dockhead Club, Wolseley Street, S.E.1.—Junior and Senior Boys' Clubs. (Warden: J. P. Marindin, Esq., 166 East Dulwich Grove, Dulwich, S.E.22. GIP 2748).

Rydall Boys' Club, Bermondsey Settlement, Farncombe Street, S.E.16. (Leader: J. Reddall, Esq., Dowsetts House, Weald Bridge Road, North Weald, Essex).

Redriff Community Centre, Redriff Estate, S.E.16.—Junior Boys', Senior Girls' and Senior Boys' Sections. (Warden: J. Wainwright, Esq. BER. 3285).

St. Andrew's Club, St. Andrew's Preaching Station, Southwark Park Road, S.E.16.—Primary, Junior and Senior Clubs. (Leader: H. Smith, Esq., 173 Breakspears Road, S.E.4. TID. 3565).

St Anne's Youth Club, St. Anne's Hall, Thorburn Square, S.E.1.—Junior Girls', Youth and Badminton Clubs.

St. Augustine's Youth Club, The Crypt, St. Augustine's Church, Lynton Road, S.E.16.—Junior and Senior Clubs.

St. Crispin with Christchurch Club, Christchurch Hall, Jamaica Road, S.E.16.—Junior Girls' and Mixed Seniors' Clubs. (Leader: Miss F. Harding, 18 Millpond Estate, Rotherhithe Street, S.E.16).

St. Joseph's Boys' Club, St. Joseph's (R.C.) School, Paradise Street, S.E.16. (Leader: H. Richardson, Esq., 59 Reculver Road, Rotherhithe, S.E.16. BER. 2501).

St. Mary's Youth Fellowship, Mission Hall, Griggs Place, S.E.1.

St. Paul's Junior Girls' Club, St. Paul's Avenue, S.E.16.—(Leader: Miss E. Stone, St. Crispin's Vicarage, Southwark Park Road, S.E.16.).

Sherborne House Cadet Unit and Boys' Club, 34 Decima Street, S.E.1.—(Leader: H. Waters, Esq. HOP. 2264).

Southwark Park Congregational Church Youth Groups, Midway Place School, S.E.16.—(Leader: E. F. Anderson, Esq., 86 Southwood Road, S.E.9. ELT. 7657).

Time and Talents Girls' Club, 187 Bermondsey Street, S.E.1.—(Leader: Miss J. Puszet. HOP. 2284).

Boy Scout Groups

District Headquarters: Scout House, 252/254 Jamaica Road, S.E.16. (BER. 2333).

2nd Bermondsey, Holy Trinity (R.C.) Church, Dockhead, S.E.1.

4th Bermondsey, 64 Silwood Street, S.E.16.

5th Bermondsey, St. Bartholomew's Church, Barkworth Road, S.E.16.

6th Bermondsey, Scout House, 252 Jamaica Road, S.E.16.

7th Bermondsey, St. Andrew's Church, Southwark Park Road, S.E.16.

10th Bermondsey, St. Mary's (C.E.) School, 32 Lower Road, S.E.16.

14th Bermondsey, St. Anne's Church, Thorburn Square, S.E.1.

16th Bermondsey, Manor Methodist Church, Galleywall Road, S.E.16.

19th Bermondsey, St. George's Hall, Old Kent Road, S.E.1.

20th Bermondsey, St. Andrew's Hall, Abbey Street, S.E.1.

22nd Bermondsey, St. Luke's Church Hall, Keyse Road, S.E.1.

24th Bermondsey, Central Hall, Bermondsey Street, S.E.1.

27th Bermondsey, St. Augustine's Crypt, Lynton Road, S.E.16.

Girl Guide Groups

Division Secretary: Mrs. Askey, 2 Balham Park Road, S.W.12.

3rd North Bermondsey Brownies, Bacon's School, Grange Road, S.E.1.

3rd North Bermondsey Guides, St. Andrew's Hall, Abbey Street, S.E.1.

S.R.S. Quadrant (Sea Rangers), St. Andrew's Hall, Abbey Street, S.E.1.

1st South Bermondsey, St. Bartholomew's Church, Barkworth Road, S.E.16.

4th South Bermondsey, St. James' Parish Hall, St. James's Road, S.E.16.

9th South Bermondsey, Manor Chapel Hall, Galleywall Road, S.E.16.

10th South Bermondsey, St. Augustine's Crypt, Lynton Road, S.E.1.

2nd Rotherhithe (Brownies), Christ Church Parish Hall, Jamaica Road, S.E.16.

5th Rotherhithe, St. Mary's Institute, Brunel Road, S.E.16.

6th Rotherhithe, Holy Trinity Parish Rooms, Rotherhithe Street, S.E.16.

9th Rotherhithe, Bermondsey Settlement, Farncombe Street, S.E.16.

Boys' Brigade Company

31st London Company, Drummond Road Baptist Church, S.E.16.

Girls' Life Brigade Companies

1st London } Central Hall, Bermondsey Street, S.E.1.
5th London }

6th London, Bermondsey Gospel Mission, 1/5 Jamaica Road, S.E.16.

16th London, Haddon Hall, Tower Bridge Road, S.E.1.

1st Rotherhithe, Drummond Road Baptist Church, S.E.16.

Church Lads' Brigade

Local Company: Holy Trinity Church Parish Hall, Rotherhithe Street, S.E.16.

Pre-Service Units

Air Training Corps, 409 Bermondsey Squadron. Chaucer Institute, Weston Street, S.E.1
Officer i/c: H. R. Curtis, Esq., 19 Stokesby Road, Chessington, Surrey.

Army Cadet Force. The Drill Hall, Jamaica Road, S.E.16. All communications to The
Commanding Officer.

Marine Cadet Unit. Sherborne House Boys' Club, 34 Decima Street, S.E.1. Commanding
Officer: Lt. W. Juster, R.M.F.V.R.

Sea Cadet Corps. Stave Yard, Surrey Commercial Docks, S.E.16. Commanding Officer:
Lt./Cdr. A. G. Stevens, R.N.V.R., 147 Copse Hill, S.W.20.

Red Cross Cadet Unit. Monnow Road School, S.E.1. Officer i/c: Miss S. Denham, 96
Erlanger Road, S.E.14.

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INDUSTRY IN THE BOROUGH



Through the centuries Bermondsey's name has been linked with the production of leather and today the borough still possesses several tanneries and still produces quality leather for the country's markets. Brewing, too, is a very old industry that is still carried on at the large Courage Barclay brewery near Tower Bridge. Another well known Bermondsey name is that of Peak Frean and this firm, too, is a centenarian. This firm's biscuits are known the world over and are produced in modern conditions at the Bermondsey factory, a landmark to daily rail travellers to London Bridge Station.

These are but a few of Bermondsey's trades. For its size the borough has many varied industries that range from fur processing to printing and from tea blending to the manufacture of sauces and pickles. Wharfing and cold storage are also important—as one would expect in a borough whose “front street” is the Pool of London.

In the pages that follow many of Bermondsey's industrial firms are detailed and something of their history and progress is told.

THE LONDON PROVISION EXCHANGE

Whilst it may be more accurate to say that Bermondsey feeds half the nation, it is true that a very great proportion of the imported basic food commodities such as Bacon, Butter, Cheese and Canned Meats arrives in the Port of London and is landed at the various wharves in the Bermondsey area.

Ships from Denmark, Holland and Poland arrive weekly with cargoes of bacon amounting to 6 to 7,000 tons, the bulk of which is from Denmark; with Butter, Cheese and Canned Meats also in substantial quantities from Denmark and Holland, and with Butter and Canned Meats from Poland.

Butter and Cheese from the Commonwealth countries—New Zealand and Australia—who are the main suppliers to the U.K., arrive in the lower docks and are brought up by barge and landed at the wharves for transfer to the Cold Stores and Cool Air Stores adjacent.

Because of this landing of commodities in the Bermondsey area, it has become over the years the centre of the Provision Importing Trade, with the London Provision Exchange at No. 1 London Bridge as the focal point, where Importers and the large Buyers, such as Wholesalers and Multiples, come together and do business in accordance with the London Provision Exchange Rules which embody the Trade Customs.

The business transacted by members of the Exchange results in the wide distribution of commodities such as those

mentioned. The first link in the chain of distribution is the Importer, whose premises are generally near the docks. The Importer, after making a sale, issues to the Buyer, that is to say, the Wholesaler or Multiple, a Delivery Order on the Wharf where the goods are lying, either in Store or on the quay, and the goods are collected by the Buyer's own transport or by public carrier on his behalf and taken to the Buyer's warehouse. From there the goods are distributed in small quantities to the Wholesaler's Retail customers, or in the case of Multiples to their Retail Branches in various parts of the country. Before distribution processing takes place in some cases, such as the smoking of bacon, and most Wholesalers and Multiples have facilities for carrying this out. Commodities generally are now strictly graded and selected and are bought on that basis, but inspections of goods are made at wharves where necessary and facilities for this are provided at the wharves. Both Sellers and Buyers are trained to judge the grades and qualities of the goods they handle and there are tools of the Trade of which most consumers are probably not aware. For instance, in the case of bacon, there is what is known as a "bacon trier". This is a sharp pointed instrument somewhat like a paper knife. This pierces a side of bacon and when extracted the experienced man can tell from it whether the side is tainted in any way for instance. There is also a measuring gauge which can be applied to a side of bacon to ascertain the fat measurements at certain points, and from those measurements it can be

seen whether a side is "A", "B" or "C" Selection. The conformation of the side and the butchering have also to be considered, and the experienced eye can tell whether the side is up to the standard required.

In the case of butter and cheese there are tools known as "irons". These are in the form of a gouge. The butter iron is a longer instrument than the cheese one, but both perform the same function of extracting neatly a piece of butter or a piece of cheese from the bulk in order that the sample may be tested for flavour, texture, etc. The skill to judge grades and qualities requires a considerable time to acquire and much training is given to those engaged in the selling and buying of commodities. In the ordinary way junior members of the Trade are given every facility to obtain experience in judging grades and qualities. It is interesting to recall, however, that when most imported commodities were under the control of the Ministry of Agriculture, Fisheries and Food, and in some cases almost to the end of 1956, goods were not readily available for such training and in order that the skills of the Trade in judging could be encouraged and maintained, the London Provision Exchange organised a series of competitions in which the abilities of competitors to judge commodities were assessed and special arrangements were made by the Exchange with the Ministry to have quantities of the necessary commodities available for the purpose. These competitions were held on the Floor of the Exchange.

Recognition of the need for the maintenance of the traditional skills of the Trade was given by the Minister of Food himself and on more than one occasion the Minister of the day attended the competitions and presented the prizes.

To illustrate the bacon trier the photograph on the next page shows a former Minister of Food using this implement under the guidance of the judge.

As already stated, members of the Exchange trade according to the Rules of the Exchange embodying the Trade Customs, but it may be added that there is also a system of arbitration under these Rules. However, such is the good faith between Sellers and Buyers that thousands of transactions are completed daily and only on a rare occasion does a dispute arise that requires settlement by arbitration.

As in the case of many other important Trades of this country, the work of the Provision Trade is carried on steadily and quietly without the glare of publicity. Its members have to contend with the difficulties created by changeable conditions in the producing countries of the world, where there is sometimes a shortage and sometimes a glut, and rarely is there a nicely balanced position where supplies are exactly appropriate to the demand.

Representatives of Importers travel all over the world in connection with the procurement of commodities and with the experience of centuries behind the Trade and the skills in procuring and buying that have been fostered by generations, the process of feeding the nation is carried out unfailingly, and only in time of war are the consumers left short of their main food requirements.

The importance of the wharves, warehouses and cold stores in the whole scheme of distribution of food cannot be too highly stressed. They have been developed and organised to meet the demands made upon them for the rapid unloading



Photo: The London Provision Exchange

of ships to enable a quick turnabout to be made, and the prompt delivery to Buyers' transport to ensure that perishable goods are kept as fresh as possible for distribution. The thousands of skilled men, such as dockers, crane drivers and warehousemen, employed, play a vital part in all

this. It might be said that Bermondsey is the "home" in London of the Provision Importing Trade and the way that "home" is run by the many workers engaged in the Trade directly or indirectly brings credit to Bermondsey and is something of which the Borough may be proud.

HAY'S WHARF

The story of the riverside wharves east of St. Paul's, is part of the wider story of the City of London, and that of Hay's Wharf, oldest and largest in the Port, is no exception. It began in Cromwell's day, in April 1651, when Alexander Hay took over a small wharf near London Bridge and there, in an Elizabethan building formerly used as a granary, set up as a brewer and wharfinger. The wharf and its buildings stood on the site of the Inn (or Town House) of the Abbots of Battle, one of the many monastic properties on the south bank of the Thames. Nearby were the Inns of the Priors of Lewes and of St. Augustine of Canterbury, all being surrendered to the Crown at the Reformation.

Hay quickly found that wharfing and warehousing was a much more profitable occupation than brewing, and he let the brewery and concentrated on the business of the wharf. At first no more than one coaster and two or three sailing barges berthed there each week, bringing tallow and fats from East Anglia for the soap-boiler and chandler, and hides and skins from the West Country and Southern Ireland for the Bermondsey tanners. In 1656 Hay let part of the wharf and buildings to the New River Company, which was to form the nucleus of what is today the Metropolitan Water Board. To accommodate the pipe-borers Hay also erected a lean-to building, paying to the City's Bridge-house Rental Committee "Six Pounds a year for the hanging shed". The wharf became known in official records as Pipe Borers' Wharf. Here elm trees, brought from Hertfordshire, were hollowed out by augers or giant gimlets to make London's first water mains. As recently as 1947 a section of one of these was dug up at Buckingham Palace.

At the beginning of the 17th century another interesting development occurred which is worth recording as an example of business acumen on the part of Alexander Hay's son Joseph, who had just succeeded his father. The riverside warehouses, largely wooden or timber-framed buildings, suffered badly from frequent fires, and Hay joined with neighbouring wharfingers Chamberlain and Beale in founding the first Fire Office in Britain. It had the engaging name of "Ye Amicable Contributors", altered later to the "Hand-in-Hand", after the emblem—two hands clasped—which the members had adopted. It is today incorporated in the Commercial Union Assurance Company Limited, and both Beale's and Chamberlain's wharves have for many years past been absorbed in the Hay's Wharf group.

Hay's Wharf itself showed no remarkable development until the end of the eighteenth century, although Francis Theodore Hay, a Master of the Watermen's Company and King's Waterman, was a pioneer in the lighterage system. This was made necessary when docks were built at Rotherhithe, ships being unloaded into barges and the produce brought to the London Bridge warehouses. The first real development began with the arrival of the Humphery family on the river. William Humphery, master of a vessel bringing tallows and fats to the wharf, rented a small warehouse from Hay in which to store his cargo. This began a close association between the two families, and when the last of the Hays died in 1838 Alderman Humphery, later Lord Mayor of London and M.P. for Southwark, took over Hay's Wharf. His family was already established as wharfingers to the west of London Bridge, where they had built ware-

houses on the site of Montague House and the historic Winchester Palace.

In 1851 a series of devastating fires did considerable damage to Hay's Wharf and adjoining property. As a result Humphery had recourse to his bankers, and as a result Hugh Colin Smith and Arthur Magniac joined Humphery in partnership, trading as "The Proprietors of Hay's Wharf". The business broadened from coastal to overseas trade, and an immediate result was the arrival at Hay's Dock of the famous tea clippers from China. The combination of proprietors was well equipped to embark on the expansion of the wharf which then began in earnest.

Their efforts were directed towards attracting the Provision Exchange from Lower Thames Street, on the north side of the River, with the result that the warehouses of Bermondsey's Tooley Street have long been regarded as London's larder. The proprietors pioneered in cold storage, and handled the first shipment of New Zealand butter and cheese as long ago as 1867. They acquired wharves and warehouses, rebuilding and equipping them to the highest standards. Today the Company handles well over 2,000,000 tons of foodstuffs at its wharves, which stretch almost continuously from London Bridge to Tower Bridge. The frontage bristles with huge electrically driven cranes and is claimed to be the most highly mechanised in the world.

Backed by many years of experience Hay's Wharf have become specialists in many commodities, their present-day prosperity having been largely based upon expert services given in the handling of tea and dairy produce from the Dominions. The latest techniques in refrigeration have been, and are still being, introduced and

the Company, with its eleven cold and cool air stores in the Upper Pool area, is able to meet the specialised storage requirements for all types of refrigerated cargo entering the Port. Many subsidiary companies provide the ancillary services of lighterage, barge building and repair, bottling of wines and spirits, transport and shipping and forwarding.

The nationalisation of road transport absorbed one section of the business, the well-known companies Hay's Wharf Cartage Ltd. and Pickfords Ltd., but it is interesting to recall that before the advent of the motor lorry a stud of no less than 3,000 horses was necessary to cope with the tremendous volume of trade in this sphere.

Hay's Wharf Head Offices



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ANGLO-CONTINENTAL CONTAINER SERVICES LTD.

Because of the substantial business progress represented by a three-fold increase of turnover during the past three years, the London Headquarters of this company are now removed to the Borough of Bermondsey (Dunton Road, London, S.E.1. Telephone No.: Bermondsey 4881/4), but the firm's London depot still remains at Elland Road, London, S.E.15 (New Cross 4885/7). The company now possesses a fleet of three especially designed container ships, which operate between Preston, Lancs., and Larne, Co. Antrim, N.I., in the case of the English traffic, and Ardrossan, Ayrshire, and Larne, Co. Antrim, N.I., in the case of Scottish traffic.

Despite many imitators and copyists, the firm's "CONTAINER METHOD" continues to enjoy a reputation for rapid, safe transit with insured security and to standards unsurpassed by any other competing medium.

Much further has been accomplished in the way of catering for the conveyance of merchandise of an exceptional or fragile nature, whilst the firm's activities where the conveyance of perishables is concerned have greatly been extended—since the insulated container with CO₂ refrigerants has provided the discriminating shipper of perishables with an utterly safe method of transit, and a positive assurance of his goods arriving at their destinations in perfect condition—door-to-door!

The company now has nine branches and an infinitely greater command of equipment resources than was the case until quite recently; with a large new programme of container building now being ensued.

ATLAS EXPRESS COMPANY LTD.

In the Victorian era the railway companies were reluctant to collect and deliver small consignments and this situation led to a number of "Packed Parcels Carriers" being formed. Among these, was one started in 1863 by a Mr. Taylor and a Mr. Farmer, which traded under the name of Atlas Express. This concern has been giving service without a breakdown to the present day, and the grandson of one of the original partners, Mr. R. H. Farmer, is managing director of the company.

The "Packed Parcels Carriers" method was to collect small parcels, pack them in sacks, and send them in bulk to their other provincial depots by rail. The receiving depot then collected these sacks from the railway and made individual deliveries in its own area.

After the first world war the transport industry became motorised, and although Atlas Express are still today railway passenger parcels agents, they have now regularly nightly road trunk services operating between their main depots and agents.

Their depots are now based in London, Dunstable, Leicester, Nottingham, Manchester, Liverpool, Wakefield, Glasgow and Aberdeen.

Being a very progressive company an air transport section has been established, and named Atlas Air Express (Atexco) Ltd., and parcels are accepted at all depots for world-wide destinations.

BARROW HEPBURN & GALE LTD.

The firm of Barrow Hepburn & Gale Ltd. was formed in 1920 by the amalgamation of Hepburn, Gale & Ross Ltd., manufacturers of Military Equipment, Curried Leather and Belting, with Samuel Barrow & Brother, who were Tanners and Leather Merchants. The firm subsequently took over Messrs. Richard Hodgson & Sons, Ltd., Beverley, E. Yorkshire, Tanners and Gelatine and Tanning Extract Manufacturers, and at a later date, Messrs. Thomas Holmes & Sons, Ltd., Hull, who are Tanners, Messrs. Kitchin & Co. Ltd. of Leeds, Upper Leather Tanners, and Messrs. William George & Sons (Norwich) Ltd. of Norwich, Calf Leather Tanners.

The Company is also engaged in the manufacture of Belting at its Mitcham Works, and Tanning Extracts and other Tanners' requirements at its factories in Natal, South Africa, and Sydney, Brisbane, Adelaide in Australia. A very substantial merchandising business in Hides, Leather, Tanning Materials and certain other items, is also conducted.

The Head Office of the Group is at 19, Grange Road, Bermondsey, and this is the address at which its Military Equipment and Travel Goods Sections are also based, as well as the Subsidiaries and Departments engaged in merchandising. Other merchandising activities are carried on in the various Footwear Centres such as Leicester, Kettering, Northampton, Norwich, Leeds, London and Glasgow, where offices and warehouses are maintained.

In 1960 the Company took over an American Corporation, Colloids Inc., who are engaged in the manufacture of Synthetic Sizing Materials for the Textile Trade and certain products for the Paint and Synthetic Rubber Industries amongst others.

Although the Group was formed in 1920, the Companies from which it was formed have a very long association with Bermondsey, extending back certainly over more than a century, and many of the present workers at 19, Grange Road, are children, or grandchildren, in some cases, of former employees.

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Let

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BERMONDSEY, S.E.1**

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BEVINGTONS & SONS, LTD.

At the turn of the Eighteenth Century, Samuel and Henry Bevington started their Tannery at Neckinger Mills, the family taking up residence at Neckinger House, now the Officers' Mess of the 6th Bn. Queen's Royal Regiment (T.A.). Successive generations of the family have taken an active part in the business, the best known being Col. S. B. Bevington, J.P., first Mayor of Bermondsey. His grandson, Mr. J. G. Bevington, is a Director of the present Limited Company, which was formed in 1950.

During the intervening 150 years, many changes have taken place, the business has developed and extended its activities in many directions. The principal products today are Sealskins for which the firm have a world-wide reputation, Moroccos for the Book-binding, Shoe and Fancy Trades, Lining Leathers, Reptiles and many other high-class leathers. A very extensive merchandising business is also carried on, one of the main activities being the importation of Tanned Goat and Sheepskins from India.

Messrs. Bevingtons & Sons Ltd., in addition to their own Sales Organisations in Northampton and Leicester, do a large Export business with agents in many countries, and are the Sole Distributors in this country for the various Upper Leathers produced by The Lancashire Tanning Company Limited.

BRITISH ROAD SERVICES

Though British Road Services is comparatively new as a single organisation there lies behind it a long tradition of service and progress that has been built up over the centuries by the pioneers among the many concerns whose trade titles have been household names for very many years.

Some of these concerns are very well known in Bermondsey. Hay's Wharf Cartage Company, Pickfords and Carter Paterson are names that have become known throughout the country and all have their roots in antiquity. The growth and development of these firms covers the change from the pack-horse, the broad iron-shod wheel, the iron tyre, the solid rubber tyre to the modern and efficient road haulage vehicles we know today.

Pickfords, whose premises at Willow Walk are now the centre of the B.R.S. Parcels services South of the Thames, can trace a transport history back to 1646 and are justly proud of the services they built up. The green and red vehicles of Carter Paterson, their magnificent horses, are remembered with affection in the Borough.

The great record of achievement and of service to the public created over so many years is worthily carried on by their successors, British Road Services, who have continued to develop that tradition of service.

Today the B.R.S. fleet totals some 16,000 vehicles of which 7,750 operate on general haulage services and the remainder on carrying parcels and meat or work on special traffics (Pickfords) and contract hire.

Mechanical handling equipment is being used to an increasing extent, premises specially designed for the efficient and speedy handling of goods brought into use, new techniques studied, vehicle performance improved. In short, constant improvement in the service provided for their customers is the aim of B.R.S.

JOHN BROWN & PARTNERS (Peckham) LTD.

John Brown & Partners (Peckham) Ltd., as the name suggests, were originally in business in Peckham, the company being formed in 1928. Due to expansion the present premises in Wood's Place were acquired in 1937.

The Firm are General Engineers, and in addition to our well equipped machine shop, also carry a complement of skilled fitters for carrying out work on customers' own premises.

Breakdown work has always been given special consideration and prompt service is the watch-word.

Machine shop is capable of dealing with turning up to 6 feet diameter, planing up to 10 feet $\times$ over 3 feet, shaping, milling, etc., and there are also available electric and gas welding facilities.

Many trades avail themselves of the services offered, including leather, food processing, paper manufacturing, hospitals, laundries and local councils.

CLARKS CARRIERS (SOUTH WALES) LTD.

This company was established in 1888 by James Clark who did considerable dock and local deliveries by horse and cart. As time went by, the business expanded and mechanically-propelled vehicles were introduced, thereby bringing into range the docks of Swansea and Avonmouth.

After denationalisation, the London company was formed to organise a nightly trunk service which specialised in the speedy and efficient transportation of foodstuffs, mainly Bacon, Butter and similar perishables, besides Canned Goods.

On arrival in Cardiff, the goods are warehoused and redistributed by daily services throughout Glamorgan, Carmarthen, Pembroke, and parts of Cardigan, Brecon and Monmouthshire.

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JOHN COURAGE

builds up
the Inner Man



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WILLIAM CLARKE (CURRIERS) LTD

During the 1880s the last big strike in the tanning industry took place and one result, which must have seemed of small significance at the time except to those most intimately concerned, was the decision of three journeymen curriers to set up on their own.

All three were employed at the tannery of Oastler-Palmer & Co. Ltd., Willow Walk, Bermondsey. The three men were Frederick Marshall, William Clarke and Charles Chapman.

They started in business in small premises in Weston Street in March, 1886, trading as Marshall, Clarke & Co.

An early setback was a burglary at Christmas of that year; this deprived the three of most of their small stock and must have been a bitter blow.

The First 'Gladstone Bag'

However, the introduction of the famous 'Gladstone Bag' put the new firm on its feet. They prospered and moved to larger premises in Grange Walk, still occupied, though greatly enlarged by the company.

In 1951 the business was incorporated under its present title, and on 1 January, 1959, the firm took over the old Leamore Currying Company in Walsall; this factory is now run by Mr. Mutters as managing director of the subsidiary company.

In January, this year, further expansion took place, with the acquisition and re-registration of Mackintosh Langfords of Bermondsey. Thus the firm entered the field of upper leather production and can now claim to make all types of hide leather other than heavy leather and upholstery. They are also among the largest of suppliers of leather to the leather goods trade.

COLUMBIA FUR DRESSERS AND DYERS LTD.

1-5 LAMB WALK, BERMONDSEY, S.E.1

Columbia Fur Dressers and Dyers Ltd. is an example of industry transferred to this country by men forced to leave Germany by Hitler's actions.

Mr. Kurt Wachtel from Leipzig, founded the firm in 1935, and remained Joint Managing Director until his retirement in 1959. Columbia specialises in sheep and lamb skins, particularly Beaver Lamb and Embros Lamb, which are sold to the Fur Trade, here and abroad, under the Tescan trade mark. The company is now a subsidiary of Morlands of Glastonbury, sheepskin dressers and manufacturers of warm footwear.

It is interesting to note that 150 years ago William Morland was building boats in Rotherhithe, and his brother, Thomas Morland, was working as a carpenter in Newington Causeway. Thomas was buried in the Quaker burial ground in Long Lane; now two of his great-great-grandsons have returned to work in Bermondsey as directors of Columbia.

THE HOUSE OF COURAGE

"I sing, I sing of good times older,
When men than women were the bolder;
When bills were short, and credit shorter,
And when from malt they brew'd the porter;
When lawyers were too proud to pillage
And Horselydown was but a village;
Christmas had its Christmas carols,
And ladies' sides were hoop'd like barrels;
When drinking ale made strong men stronger,
And doctors made folk live the longer;
When our grand-dads brew'd stout October
And thought it a sin to go to bed sober."

CHORUS

"Sing hey, sing ho! I can but grieve
For the good old days of Adam and Eve."

18th Century Song.

The singer may have sighed for the days when Horselydown was a village but at one time the land thereabouts was grazing ground and called Horse-Down. In Fair St., Horselydown, was born Thomas Guy who founded Guy's Hospital. In Goat's Yard, not far from the Brewery, John Keach, the famous Nonconformist, who commenced his ministry in 1668, held meetings for Dissenters for 36 years. In what was then called Horseydown stood the famous Artillery Hall erected in the reign of Charles I for the use of the Southwark trained-bands, the forerunners of the present day Territorial Army. This Hall was converted into a warehouse in 1725 and pulled down early in the last century.

The site on which the present Brewery stands was formerly a house and mill belonging to the Knights Hospitallers of St. John of Jerusalem who had there a manor called the Liberty of St. John of Jerusalem.

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As late as 1460, near Horselydown Lane, stood Sir John Falstolfe's mansion, on which property it is said stood four "berehouses," one of which was called the "Boreshead." This proves that the property has been connected with brewing since very early days. These four "berehouses" were owned at one time by a Flemish emigrant and a celebrated brewer named Webling and there is a tradition that this was the foundation of what was afterwards known as Courage & Donaldson's brewery and it could be that the brews of Webling were in the mind of Geoffrey Chaucer (died 1400) when he referred to the famous "ales of Southwark."

So much for the past. Four years ago Courage & Company (as Courage & Donaldson's brewery became) merged with yet another famous firm, Barclay, Perkins & Co. Ltd. Both have been brewing fine ales within almost a stone's throw of each other for over three centuries. In a statement made at the time of the merger it was said "By pooling the specialized knowledge and resources each has acquired throughout the years, it is hoped that an even better service to the public will result." That ambition has been fulfilled. Let us take a look at the three P's: Product, Plant and Pubs.

The Product. A full range of draught and bottled beers including John Courage, Barclays Pilsner Lager, Festival Ale, Double Courage, Russian Imperial Stout, one of the strongest beers the public can buy. These are famous names; famous, not only in England, but throughout the world. As long ago as 1795 it was written that the Southwark ales were well known as a delicious beverage from the frozen wastes of Russia to the burning sands of Bengal and Sumatra. We have progressed a long way since 1795; the beers that we brew have changed in name and altered in palate, but the tradition of service built up by our forefathers has remained and has grown, until our beers have invaded the house, the club, the restaurant, our trains, ships and airliners. Courage and Barclay supply more beer to steamship lines than any other brewer in England. All this is possible because of our Plant. The capacity to brew and the capacity to store are the simple essentials.

During the past 170 years many and varied have been the changes of the plant in breweries. The collection of vessels in a brewery necessary for brewing, fermenting, storage, and bottling of beer is referred to simply as "plant."

When the breweries at Horselydown and Park Street became the properties of the Courage and Barclay families the entire "plant," with the exception of the wort boiling vessels, was constructed of wood, principally oak. Temperature control was elementary and all brewing was carried out during the winter months—the beer being stored in huge oak vats and filled into hogsheads and barrels as required by the beerhouses and taverns.

Due to its ease of manipulation and kindness to wort and beer, copper was the first metal to replace wood. Even to this day it has retained its popularity, especially for the actual brewing plant.

Wood for conditioning vats has been replaced by glass-lined steel tanks and, of more recent years, by stainless steel. Metal vessels are easy to clean and with the introduction of temperature control they have many advantages.

All the conditioning and chilling vessels in the Courage and Barclay Group are made of stainless or glass-lined steel.

The period after the 1914/18 war was the beginning of a steady change over to bottled beers and at the present time it would appear that more beer is drunk out of bottles than out of casks.

Bottling plant has improved very rapidly in construction and modern bottling units are completely mechanical. High speed fillers capable of filling 2,000 dozen bottles per hour are quite common. The life of a bottling unit to-day is not more than 10 years and it is hard to speculate what the future will be in this age of modern mechanics.

So much for the Product, and the Plant which enables us to produce it, what of the Pubs in which it is drunk.

Since the war, the progress on building and maintaining our public houses has been steady and sure. 60 new pubs have been built (that is more than 4 a year since peace last broke out), pubs that combine the qualities of space, air, light, comfort and dignity. Pubs in which Mrs. and Miss as well as Mr. can relax and refresh themselves. From "The Pilot" on the beaches of Dungeness where patrons can watch the fish they are to eat being brought ashore, to the "Maid of Sussex" or the "One and Only" on new housing estates, and the "New Gog" which supplies the needs of the thirsty dockworkers in London's East End, Courage and Barclay build their pubs where they are most needed, and where they can serve the public best.

THE HOUSE OF EDWARD DEANE & BEAL LTD.

In 1700 William Deane founded the business, which, even at the start was interested to some extent in Heating; it traded in the only heating apparatus available in those days—stoves and ranges, and the business soon became one of the most prominent in the City, as "wholesale, retail and export ironmongers and gun-makers". The Deanes of those days, as their present-day representatives also do, believed in publicity. One of the antique treasures possessed by Edward Deane & Beal Ltd., is an Almanack for 1847, running to some 200 pages, full of moral tales, finely executed woodcuts, "Useful Tables", illustrations of pots and pans, stoves and ranges, and other items sold by the firm. Those were the leisurely days; the present House, with more resources than their founders, would quail before the task—and the expense—of compiling an Almanack of 200 pages!

The cost of fuel has done much to make property owners efficiency conscious and it is for this reason mainly that oil fuel is now used so extensively. When a fully automatic oil burner is installed the maximum

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BROS. (LONDON) LTD.

Commercial Motor Body Builders

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PACKING CASE
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benefit from thermostatic control will give the highest efficiency for fuel conservation. For private residences there is now available well-ried oil-burner units, suitable for handling the light gas oil recommended for such installations. In the industrial sphere, efficient oil-firing equipment is obtainable for use with the heavy oil—a by-product of the more refined oils and in consequence, less expensive.

With the increasing cost of mining coal in this country, greater use of oil is being made. Existing heating plants can be adapted for oil firing with the minimum of inconvenience. Our experience in this connection is available to those who may be interested in this type of installation.

The House of Edward Deane & Beal Ltd. is proud of its 260 years' history around London Bridge, and though today its activities cover a wider field, and include a thriving foundry several acres in extent, in Yorkshire, with expert staffs carrying out heating and other contracts all over Great Britain, it is with respect that the House looks back to that William Deane who sold "stoves and ranges", "cutlery, electro-plate, baths, iron bedsteads, watches, saddlery and harness", on old London Bridge.

CH. GOLDREI, FOUCARD & SON LTD.

The Company moved into Bermondsey in 1941 when their premises in S.E.1 were destroyed by enemy action, and from the end of hostilities in 1946 has resumed in full its function of manufacturers of Baker's Prepared Materials, Importers of Eggs, Egg Products, Canned Meat and Fruits and National Distributors of Bakers' Sundries.

It is fortunate in having as Chairman Mr. Ch. Goldrei (Founder), who regularly maintains personal touch not only with all personnel throughout the country, but also by frequent air tours with overseas contacts in Australia, Malaya, South Africa, United States of America, China, etc.

The Company has pursued a policy of supplying the Bakery Trade with the finest ingredients without inflation of prices. The highest standard is maintained by constant technical research and experiment both in the laboratory and its own specially equipped Test Bakery.

Considerable expansion recently has established the Company as one of the leading members of the Bakers' Sundries Industry, and, in addition, the past seven years have witnessed the rapid development of the Company's interest in the Canned Goods and provision trades.

Relations between Management and Personnel are unusually happy, since consideration and welfare of the staff are a responsibility which has the constant personal attention of the Chairman.

GONZALEZ BYASS & CO. LTD.

The business of Gonzalez Byass & Co. Ltd. was founded in 1835 by Don Manuel Maria Gonzalez, who commenced shipping Sherry Wines to England. The business developed so rapidly that it was necessary to take into partnership Mr. Robert Blake Byass, who handled the sales of the wine in this country.

The partnership was converted into a private Limited Company registered in England in 1896 and continues today to be directed by descendants of the two original partners.

The Company has seen many changes in the tastes of the wine drinking public, but has always managed to keep in the forefront of Sherry shippers and has reaped its reward in the present popularity of Sherry amongst all sections of the public. Tio Pepe, which was introduced to the U.K. market before 1875, is now the standard by which all dry Sherries are judged.

The Company has used premises in Bermondsey as cellars for approximately 60 years, and in these cellars not only is Sherry stored and bottled, but also Port and French Wines.

Gonzalez Byass & Co. Ltd. employ a staff in their cellars drawn from Bermondsey district, many of whom have worked for the Company for many years.

HENDERSON BROS. (LONDON) LTD.

10, RAYMOUTH ROAD, BERMONDSEY, S.E.16 TEL.: BERMONDSEY 4671

Various Commercial Motor Manufacturers produce a Production line type of body that may or may not suit any specific commodity to be carried, whereas most Operators require their Motor bodies to be generally adaptable to all types of loads. One day they may be carrying Heavy Machinery or Foundry Work and the next Vegetables or food stuffs.

It has been found generally that Vehicle Operators have their own ideas on the construction of vehicles in their fleet, consequently it has created a demand for Speciality types of bodies.

We, in our field of construction of Commercial Motor Bodies have adopted this speciality form and our workshops have been arranged so that we can where necessary, make the Cab/Chassis selected by the operator to do the work required into the tool most suited to the job.

Prices generally are extremely competitive and delivery (usually a most important factor) has been cut to an extremely reasonable time.

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AND SONS LIMITED

LEATHER MANUFACTURERS and MERCHANTS

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120

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J. & H. TRANSPORT SERVICES (PECKHAM) LTD.

Mobility House, Deptford, S.E.8

A chance meeting between two young men in 1949 led to the founding of what has now come to be recognised as one of the largest transport services in the country.

Mr. W. A. Heymann was the young transport Manager with constructive ideas and Mr. F. A. Jeune was the owner of three lorries and a small garage coupled with a sound knowledge of the mechanics of motor vehicles.

Their headquarters in 1949 were in a back street of Peckham where the garage became a transit depot for lorries plying on long-distance routes between London and Glasgow, Birmingham, Manchester and many other centres.

Within a year the firm's turnover reached five figures—a very creditable feat. Today the business has grown to such an extent that these two partners expect their turn-over to reach the two million pound mark by the end of this year.

The driving force behind this amazing growth is Mr. Heymann who, in his capacity as Managing Director, attends to the haulage business, while his partner, Mr. Jeune, looks after the mechanical side.

During 1954-5 the firm purchased 48 vehicles from British Road Services but by 1958 it was decided that these had outlived their usefulness and they were disposed of as scrap. Today a modern transport fleet of over 150 vehicles supplants these and they are in constant demand by wise customers from all over the country who require a reliable transport service.

JOHNSON, COLE, BRIER & CORDREY LTD.

**Proprietors of
BERMONDSEY COLD STORES LTD.
NATIONAL WHARF (ROTHERHITHE) LTD.**

The parent company, Johnson, Cole, Brier & Cordrey Ltd., was formed in 1886 with the object of taking over and carrying on several family businesses in Bermondsey, all indirectly connected with the importation of cattle, such as the manufacture of size and glue, tripe dressing and the sale of edible offals through a considerable string of retail shops.

With the introduction of refrigerated shipping at the beginning of the present century, shipments of live cattle gradually ceased and the quantities of offal and waste bought from the local slaughterhouses were no longer available, but the importation of chilled and frozen meat created a new need and, in 1903, the company erected a small experimental cold store in Galleywall Road, whilst still continuing its principal business in Purbrook Street and at its retail shops.

Although the cold store was primarily intended for the company's own offals, then being brought down from Scotland, there was a steady demand for any available space; this demand was accentuated during the first World War and led to the erection of a much larger public store which was further extended in 1919. Nine years later, in view of the success of the cold storage business, it was decided to discontinue all the company's original activities and to set up an ice factory as an addition to the cold store and, in 1930, the company's activities were further widened by the acquisition of National Wharf in Rotherhithe Street, which has since been carried on as a separate enterprise. This was the first ferro-concrete warehouse to be erected on the waterfront.

The tremendous advances made between the two world wars in domestic and commercial refrigeration inevitably reduced the demand for ice and, in 1948, manufacture ceased, the ice chambers serving to expand the already substantial storage space available for general produce, whilst the space occupied by the ice factory was utilised for the construction of a set of sub-zero chambers suitable for the storage of the frozen foods then coming so strongly into public favour.

In 1950 two subsidiary companies were formed, viz., Bermondsey Cold Stores Ltd. and National Wharf (Rotherhithe) Ltd., to which all the trading assets were transferred, and Johnson, Cole, Brier & Cordrey Ltd. became a holding company only. Both trading companies continue to uphold a well-earned reputation for courteous and efficient service, whilst no expense is spared to keep all plant and equipment in line with modern developments.

KIRK & CO. (TUBES) LTD.

Having been associated with Bermondsey since 1926, we have seen many changes within the Borough, one of which has been the continual growth of this company.

Making our first home in 212, Tower Bridge Road, we were forced to leave in 1932 owing to the available accommodation being inadequate. Our next move was to Fulford Street and later incorporated 72/84, Paradise Street, in the group.

The products produced at this address have been sent all over the world. From this address were sent tubes to form part in the landing staging for our troops in 1944/5.

Most of the employees are Bermondsey born and our association with the Borough has always been most cordial.

Bermondsey has been our lucky domicile and today in our three works at Bermondsey, Walsall and Pontyclun, South Wales, the staff number some 500/600.

The prosperity of the company means continued employment and additional wealth within the Borough, and while no-one can foretell the future, we look forward to continued success to the mutual benefit of the country.

O'Brien Thomas (London) Ltd

17 UPPER THAMES STREET, E.C.4

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are proud to have been associated with
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programme*

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and KITCHEN and SINK UNITS

Suppliers of

SANITARY WARE, RAINWATER
and PLUMBING GOODS.
HEATING EQUIPMENT, PAINTS
and IRONMONGERY

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Carmen and Warehousemen*

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J. Leete & Son Ltd.

**BURY COURT HOUSE, 7/8 BURY COURT, E.C.3
AND ASSOCIATE COMPANY WALTER WILSON & SON LTD.**

Since 1877, when the firm of J. Leete & Son Ltd. was established, a vast volume of business has been satisfactorily handled by this well known organisation.

The activities operating are numerous, covering every aspect of the following: cargo superintendents, oil surveyors, and gaugers.

The addresses from which business may be negotiated are as follows: Bury Court House, E.C.3—North Quay, West India Dock, E.14—162 Lower Road, Surrey Commercial Docks, S.E.16—'C' Shed, Royal Victoria Dock, E.16, and Five Mobile Dock Offices.

Operations are also carried out at Liverpool, Hull, Glasgow, Avonmouth and at all continental ports.

In association with J. Leete & Son Ltd. is the equally well known firm of Walter Wilson & Son Ltd., which was established in 1890 and has carried on a successful business as stevedores, contractors and surveyors since that time. Enquiries at same addresses as J. Leete & Son Ltd.

ALEXANDER MACQUIRE LTD.

The firm of Alexander Macquire Ltd. is a continuation of the business first set up in 1870 in Bermondsey by the late Mr. John Macquire. He made a big reputation for the high-class workmanship he produced, and it has been the policy of those who follow him to maintain that reputation. Mr. John Macquire personally executed the original slating work on Tower Bridge, also on the Roman Catholic Cathedral at Westminster.

After the death of Mr. John Macquire during the first world war, the business was carried on by one of his sons, Mr. Alexander, who was keen to see that the high standard set by his father continued; this he did, and came to be as well known throughout the building trade.

Through the years many important contracts have been undertaken, and today the firm of Alexander Macquire Ltd. is still regarded as one which gives a good job.

However large or small the job is, whether it be new slating, or tiling or asbestos roofing on old or new property, satisfaction is the aim.

HUBERT E. MAYHEW & SON

5 LONDON BRIDGE STREET, S.E.1

Hubert E. Mayhew & Son, established in 1909, have recently been appointed Selling Agents for Ball Brothers (Engineers) Ltd. of Stratford-on-Avon, specializing in Ferrous and Non-Ferrous Castings.

With wide interests in both Export and Home market, Mayhew's activities cover sales of Bolts, Nuts and Rivets of all kinds, Locks, Chains and fittings, Galvanized and Plastic ware, Tools, Hacksaw blades and general hardware. Stocks of Steel Sections, Plates and Sheets are available.

One of the Principals, The Walsall Locks and Cart Gear Ltd., have had the privilege of contracting to the Port of London Authority and the Customs and Excise, a pleasure which goes back many years. This type of business is most satisfying as it produces individual problems of specialised supplies for which the organisation is fully equipped. The Works also design and manufacture Door Locks of all types from the essentially cheap functional quality to the finest suitable for high security requirements.

Rhodes & Cartwright have produced the finest Plastic Bucket in this country. Of over 2 gallons capacity it is strongly made with a metal handle and hooped foot. This bucket will really last—even under heavy usage. The colours are most attractive of many pastel shades besides white and red. Samples are available together with illustrated leaflets.

Many of the Shipbuilders and Barge Repairers on the Thames and elsewhere use the Rivets manufactured in Airdrie by the North-West Rivet, Bolts and Nut Factory Ltd., all their products are from Lloyds Tested Bars and a regular service is maintained to ensure prompt deliveries. One of the features of the output of this Company is the large number of Tie-Rods and Long Bolts for constructional work.

In spite of the difficulties in the Black and Bright Steel Industries, deliveries have been generally well maintained. This is the fortunate outcome of very long experience in the Trade and keenness of the Organisation in London. Both Home Trade and Export receive immediate attention. The various Companies were established as follows:—

Ball Bros. (Engineers) Ltd.	1870
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From its Tooley Street headquarters the New Zealand Dairy Products Marketing Commission represents the dairy farmers of that country 12,000 miles away. New Zealand butter and cheese are placed in the cold stores of 'London's Larder' and distributed by the various firms of produce merchants, long established in Bermondsey, to all parts of Britain. Tooley Street is almost as well known to the New Zealand farmer as to the people of the borough.

In 1867 the first shipment of New Zealand butter and cheese was unloaded at Hays Wharf—amounting to a little more than 100 cwt. In those days refrigeration was in an experimental stage although cold storage had been in use for some years in various forms. Aboard the sailing ships small donkey engines ran the cooling plants and these awesome pieces of machinery, puffing smoke and sparks, must have been an alarming responsibility for any captain. The first fully refrigerated shipment of New Zealand dairy produce arrived in London in 1882 after a hazardous 92 days during which the captain became half frozen while making repairs to the freezing chambers and the crew were occupied in keeping the sails away from the sparks emitted by the refrigeration plant. Nowadays, after voyages bearing no comparison to those pioneering years, New Zealand butter and cheese is loaded direct from the ocean going vessels on their arrival in dock into insulated barges for transfer to a central store and then to various cold stores under the supervision of the New Zealand Dairy Products Marketing Commission.

The 1882 voyage, however, was a landmark in the history of the New Zealand dairy industry, for it opened the way to the markets of the world. Today, under 100 years since that first meagre shipment arrived at Tooley Street, New Zealand is the world's largest exporter of butter and cheese and many thousands of tons arrive in London each year from Wellington, Auckland, New Plymouth and other principal New Zealand ports, maintaining her position as Britain's largest supplier of these products.

OVERSEAS EGG & PRODUCE CO., LTD.

During the fourteen years of Ministry control of Frozen Eggs and Egg Products, many changes occurred throughout the world in the trading conditions of these commodities. Although imports of eggs and egg products continued throughout the control period at a very high level, the source of supply changed from the Eastern to the Southern and Western hemispheres.

However, as a result of currency restrictions the situation again changed, and the normal pre-war source of supply, namely China, was once again able to resume restricted exports to this country.

In the meantime, owing to the intensive production of eggs at home, it became an economic proposition to break out and freeze eggs in this country.

Between the two world wars a very considerable trade in frozen egg and egg products had been built up between Great Britain and China, and much British capital was expended in establishing and equipping Chinese factories. Generally, these egg processing factories were stringently controlled by acknowledged trade experts who were aware of the very high standard of hygiene required by the British Food Trade.

It was of great interest, therefore, to find that Mr. Humphrey Greenall, O.B.E., who has been in the egg business for over half a century, part of which was spent in China building and operating egg processing factories, has equipped and is operating a factory capable of producing approximately 75 tons of frozen egg products a week. This factory is located in Southwark, London, S.E., and operates under the style of the Overseas Egg & Produce Co. Ltd.

Breaking and Separating the Eggs

Upon entering the main processing section of the factory one is immediately impressed with the hygienic conditions under which the eggs are cracked and processed. Wherever possible use has been made of stainless steel for buckets, trays, cups, etc., and special staff are employed for cleansing the utensils at regular intervals during working hours. It was not surprising, therefore, to learn that this company had been awarded the No. 1 Certificate of the Borough of Southwark under Section 14 of the Food and Drugs Act, 1938.

This article would not be complete without a reference to the Compressor Room, which houses five compressors operating on Arcton, and which were installed by J. & E. Hall, Ltd. Situated in the basement of the factory, it is obvious that much thought and effort was needed to effect such an ideal layout, and congratulations are due to all concerned.

PEARCE DUFF

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There can be very few housewives, young or old, who have never used one of the many Pearce Duff grocery products. Pearce Duff have much in common with the small privately-owned grocers' shop, for Pearce Duff is still very much the family business.

It is often said today that 'the family business is fast dying out', and although that is an exaggeration, it is true that family grocers on both sides of the trade have their work cut out to keep pace with the development on one side of the 'multiples', and on the other of the 'take-over' giants bolstered with public capital. Too often the demands of death duties are the last blow to a manufacturing grocery business.

In circumstances where such a business was faced with the double blow of such taxation within two years, one would have thought that independent survival was out of the question. It does seem, therefore, that the achievement of the Pearce Duff Company in the nineteen fifties of surviving such an experience is quite remarkable.

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In fact, the first such event, the death of Mr. Daniel Duff, the then Chairman, occurred just as the Company was embarking on a mechanisation and automation programme in the factory. In spite of this, all went through as planned.

Pearce Duff has shown, just as many family-owned retail businesses have shown, that spirit and efficiency combined will meet any competition.

Pearce Duff was founded in 1847 and began life in a private house, moving by successive steps to the site occupied today by the main factory in Bermondsey, London. It has always been the policy of the family to maintain the highest standards of quality for their products and the finest working conditions.

Throughout the years, the company has been served by a wonderful staff, many members of whom today have long service records. Every opportunity is given for promotion and courses are provided for trainees throughout the various departments.

There are still four members of the Duff family on the Board of Directors.

From 1847, with just Baking and Egg Substitute powders, there is today a range of Custard Powders, Blancmange Powders, Jellies, Herbs, Spices, etc., exported to 77 different countries.

The Company has, in addition, a complete Box-Making and Printing Plant.

The change-over in the 1950's to automatic control of hygienic production is an obvious investment in an expanding future. A push-button, fully automatic plant for the making of custard powder was installed in 1957 and since then has been in continuous operation. The plant, which can be started from a single push button, will operate for the entire shift without close supervision, producing two tons of custard powder an hour.

Sales promotion activities to meet the competitive needs of modern marketing are keeping pace and quite recently the traditional pack designs of the whole range of Pearce Duff products have been restyled to meet the 'sales appeal' requirements of modern groceries.

It is encouraging to see an independent family business that remains 100% British controlled with such a faith in its future.

GEORGE PAYNE & CO. LTD.

PAYNE'S TEA CLOSELY LINKED WITH SOUTH-EAST LONDON

One of the most familiar sights in the busy Tower Bridge area of South-East London are the Thames-side headquarters and warehouses of George Payne & Co. Ltd., the tea blenders and packers, whose fortunes have been closely linked with those of the locality for practically the whole of the company's 60 years of business life.

At the three large warehouses, ideally situated on the river for incoming shipments of teas from the East, Payne's teas are blended by men who have devoted their lives to the tea trade in all its aspects. The packets of teas—the popular Tippy Tips, the distinctive Perfection, and others—are dispatched from Tower Bridge to all parts of the country.

Founded by the late Mr. George Payne in 1896, Paynes have prospered and grown over the years, with the expansion of trade in this most industrious and characteristic district—literally the working-heart of London. The company has suffered, too: during the war it lost two fine printing works at Whites Grounds and Lafone Street.

Employing 500 people, many of whom live within a few miles radius of the warehouses, Paynes also have their own buying staff abroad, at Calcutta and Colombo, and a blending and packing factory in Durban, South Africa.

As well as marketing their own well-known Indian, Ceylon, and China blends, Paynes also pack a wide variety of speciality teas, including special blends for caterers, and for many years a department has been specialising in meeting the requirements of the catering trade throughout the country, offering unequalled service to hoteliers and caterers. Today, original teas and coffees are purchased both in London and in the countries of origin, especially for the catering trade, ensuring that each blend should give the best combination of strength and flavour so essential for catering purposes.

A particularly notable aspect of Paynes service is the trouble taken in securing water from most areas in this country, and indeed from many parts of the world, in order to make up the ideal blend to suit the water of the locality where the tea will be marketed.

Paynes ramifications, built up carefully over the years, also extend very strongly into the chocolate trade. Their large factory at Waddon, Surrey, delights the palate of the nation by producing the famous Paynes Poppets, a delicious range of 14 lines of streamlined, modern-finished chocolates, nut, fruit, and various flavoured cream centres, with huge sales throughout Britain and in many overseas countries.

SAMUEL REED & SONS, LTD.

This Company was started as an electrical engineering concern in South London over 50 years ago when Mr. Samuel Reed took over an old established plumbing, gas fitting and brass finishing business in Great Dover Street, Southwark in June, 1907.

During the next few years the plumbing, gas fitting and brass finishing side of the business was gradually dropped, whilst the electrical side was developed.

In 1925 the business and Mr. S. Reed suffered a severe loss when his eldest son, who had been in charge of most of the larger contracts, was killed in a road accident but within a few years the younger son, Mr. E. J. Reed, was able to take over most of his brother's duties.

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The business was incorporated as a limited liability company in 1939 with Mr. S. Reed as Managing Director, Mr. E. J. Reed as Director, Secretary and Supervising Engineer and Mr. W. H. Smith, his son-in-law who joined the Company in 1934, as Director and Supervising Engineer.

Mr. S. Reed is now 87 and although still Managing Director does not take any active part in the business which is now under joint management of Mr. E. J. Reed, A.M.I.E.E. and Mr. W. H. Smith.

The Company is a member of the Electrical Contractors Association and on the Register of the National Inspection Council for the Electrical Contracting Industry.

It has been the policy of the Company to employ only skilled and trained men and it has been their practice since 1945 (years before it was compulsory under the apprenticeship agreement) to release apprentices for one day per week for technical training at the Borough Polytechnic.

The average number of years service of the adult employees, other than directors of the Company, is over 16 and most of them were originally apprentices to the Company.

The following is a brief account of some of the activities of the Company during the past 52 years.

During the 1914-18 war, the Company carried out installations at the National Physical Laboratory, Aircraft Establishments and various Government Offices.

After the end of the 1914-18 war, some development was made with contracting work for Local Authorities and installations were carried out in numerous hospitals, schools, etc., including power installations in laundries and electrical control for boiler house plants, fire alarms and automatic telephones.

In 1928-30 the Bermondsey and Rotherhithe Hospital (now known as St. Olaves Hospital) was completely rewired, the installation including one of the first shadowless lighting units and emergency lighting equipment for the operating theatre and a complete new automatic telephone installation.

After 1930 when the hospitals and institutions under the control of the Metropolitan Asylums Board and the local Boards of Guardians were taken over by the London County Council, the Company obtained contracts to modernise and improve electrical installations in a number of hospitals in all parts of London.

It was in 1942 that the Company moved into its present premises in Bermondsey Street after the building it had occupied in Great Dover Street, Southwark had been destroyed by enemy action.

After the war, the Company directed its resources to help with the then urgent need to rehouse the people and between 1945 and the present time has installed the electrical services in more than 4,000 dwellings, including over 800 completed and in course of construction for the Bermondsey Borough Council. Their tenders have been accepted for the electrical installations in the first three sites which the Borough Council are developing with electrical floor heating. Not neglecting the other sides of the business, the Company is continuing to carry out work in schools, hospitals, warehouses and factories and is always keeping in touch with all modern methods of power utilisation and control.

RUTZOU LTD.

This business was established in 1894 by Mr. Svend Rutzou at premises in Water Lane, London, E.C., at the time when general provisions were landed at Brewers Quay.

After a few years the firm moved to 5, Duke Street Hill, S.E.1, but in 1912 transferred to the present address at 44/46, Tooley Street, S.E.1.

The Company has a long-standing commercial connection with Denmark, Poland and Holland, as well as other European countries, having Agencies for the importation and sale of Bacon, Eggs, Butter, Lard, Canned Meats, etc.

Considerable expansion of marketing has taken place in recent years and the Company now has branch offices in Manchester and Leeds. Selling offices also operate at Glasgow, Newcastle and Cardiff.

ROCKE & SONS

The firm of Roche & Sons, Sheepskin and Leather Factors, was founded in Bermondsey in 1887 by Mr. Charles Roche, previously a tanner in Wales, in partnership with one of his sons.

From its earliest days the firm was interested in fostering trade with New Zealand. Prior to 1882 the only exportable products from New Zealand sheep farming were wool and tallow. At that time the colony contained upwards of ten million sheep, but the human population was so small that only an infinitesimal fraction of the meat available could be consumed.

Experiments in the refrigeration of meat were begun in 1882, and on the 15th February of that year the first test shipment of 1,500 carcasses of mutton left New Zealand by sailing vessel bound for the U.K. The animals were slaughtered on land and the carcasses frozen on board the ship. The success of the experiment led to the erection of freezing works in the colony and to a regular export of mutton to the U.K. The sheep pelts, however, after the removal of the wool, were still largely a waste product. A tanner near Christchurch was able to obtain sheepskins from the freezing works at the cost only of carting them away. This tanner began to send basils (rough-tanned sheep pelts) to London to Mr. Charles Roche, who succeeded in finding outlets for them and developing a continuing trade. This could only account for a small proportion of the pelts, though; and the vast majority were either destroyed or boiled down locally for glue-making.

Mr. Charles Roche, senr., himself visited New Zealand in the 1890s, and played an important part in introducing into the freezing works which then existed methods of preserving the pelts which enabled them to survive the voyage through the tropics to the markets in the Northern Hemisphere. (On that particular voyage,

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accomplished by sailing vessel, Mr. Roche was accompanied by his wife, and a diary kept by Mrs. Roche at the time, which is still in the possession of the family, throws an interesting light on the fortitude required at that time in those undertaking overseas travel).

Mr. Roche's two other sons later joined the partnership, and one of them took up residence in Christchurch, New Zealand, to supervise the firm's activities there. A healthy business in the marketing of pickled pelts and kindred products from New Zealand and Australia was built up, and the firm remains today a vigorous force in the trade. Control is still exercised from Bermondsey, at No. 1 Leather Market, and the New Zealand branch continues to function in Christchurch. The present partners are Mr. Richard Roche and Mr. Colin Roche, grandsons of the founder, and Mr. W. A. Brown, while the New Zealand branch is managed by Mr. H. H. Griffiths, son of a former partner.

W. S. SHUTTLEWORTH & CO. LTD.

A Danish galley would certainly seem out of place in Bermondsey today, but in Galleywall Road, over the site of which Canute's galleys are reputed to have passed along a dyke, W. S. Shuttleworth & Co. Ltd. have created something which might also be considered out of place in Bermondsey—an attractive garden with a swimming pool for their employees.

This is but one of the achievements of the business, originally founded in 1830 to sell Tea, which today manufactures Cocoa, Easter Eggs, Christmas Novelties and a considerable quantity of Chocolate in the form of Couverture, which is sold to other manufacturers for covering Biscuits and similar purposes.

In the last quarter-century under the management of Sir Harry Methven, K.B.E., who recently retired as Chairman, the Company has achieved the highest reputation in the Chocolate and other industries and has built up a modern hygienic factory with the finest amenities for employees.

STRONG, RAWLE & STRONG LTD.

The business of this Company, which dates back from 1853, falls into two main divisions—the marketing of hides and calfskins, and the fellmongering of sheepskins.

The Company's work on hides and calfskins is to purchase them from butchers, collect them to central points and prepare them for sale to tanners, who make their purchases through the regular hide auction held in London each fortnight. There are about fifty different grades of English hides and calfskins, and it is usual for each tannery to process a limited number of grades only: the work of the hide market therefore forms an essential link in the chain of leather manufacture, because it is vital for the tanner to be able to buy in quantity exactly the type of hide he requires.

Fellmongering is the process of removing the wool from a sheepskin after slaughter, grading and preparing this wool for subsequent processes and preparing the stripped skin—or pelt—for tanning. The Company does this work on a large scale, sells many different grades of wool and pelts, and has wide connections throughout the trade.

Strong, Rawle & Strong Ltd. has a strong family tradition and is fortunate in having on its staff a large number of men who have old-established family connections with the Company. It has a wide area of operations, collecting its raw materials from all areas in the south from Devon and Cornwall to Suffolk, and sales are made extensively throughout the United Kingdom as well as to countries abroad.

WELCH, MARGETSON & CO. LTD.

For the past one hundred and twenty-eight years Welch, Margetson and Company have been engaged in the manufacture and wholesale distribution of the highest quality men's wear. Originally founded in the City in 1832 as stock and brace makers, the company has expanded and has greatly increased its range of products. In 1890 a new tie factory was erected in Bermondsey and in 1898 the warehouse was moved from Cheapside to more commodious premises at 16, Moor Lane. Today, the company operates from a magnificent combined warehouse and factory built in 1950 at 237, Long Lane. The manufacture of ties, in silk and man-made fibres, and braces and belts is carried out on these premises together with the wholesaling of knitwear and fancy goods. Dressing gowns and waistcoats are produced in another factory in London, whilst shirts, collars and pyjamas are made in their large factory in Londonderry, Northern Ireland. In fact, there is very little of a man's wardrobe, other than outer clothing, which cannot be supplied by Welch Margetson.

A team of representatives is selling these products in the United Kingdom, while overseas Agencies have been established in many countries throughout the world. The largest export markets are U.S.A. and Canada. Altogether the name and products of Welch Margetson are widely known and respected in the men's wear trade at home and overseas.



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MR. PICKWICK LIVES HERE!

A local resident whose fame extends hundreds, if not thousands of miles beyond the Borough's boundaries is none other than the genial Mr. Pickwick. His portrait appears on countless cartons of Pickwick Brand cereals—so familiar in grocers' shops all over the country. And of course every single carton bearing the Pickwick Brand mark has been packed in Bermondsey—at Canada Wharf. For here is the famous packing factory of Messrs. White, Tomkins & Courage, Ltd., producers not only of Pickwick Brand cereals but of many other food products besides.

Food manufacturers and packers . . . cereal importers and merchants . . . the firm has been in the business since way back in 1841. Its Canada Wharf factory opened sixty years ago and has been in continuous operation ever since. Obviously methods have changed a great deal as the years have rolled by, and today fully automatic processes are used for most of the operations. One thing which is—and always has been—most rigorously maintained is a very high standard of hygiene.

Among the many foods packed at this factory now are White's Flaked Rice, White's Tapioca Flakes, and a variety of what the trade calls 'pulses' (peas and beans, including Split Peas, Marrowfat Peas, Haricot Beans and Butter Beans); also various types of Rice. White Tomkins are equipped to do 'pea picking' on a considerable scale. At Canada Wharf special machinery is installed which extracts the damaged and stained peas or beans before packing. This process is typical of the numerous ways in which the manufacturers ensure that supreme quality all their products are so famous for.

Another activity carried out at Canada Wharf is the preparation and packaging of small canteen packs for the catering trade. There is, too, a warehouse where products can be stored prior to delivery to clients. Only one product is actually manufactured here—White's Jelly Crystals.

Messrs. White Tomkins' London manufacturing plant is at Thames Tunnel Mills, which they have been using without a break since 1896. Here the milling and flaking of maize is carried out. It is steamed and flaked through rollers. Eventually it emerges as either Flaked Maize for adding to compound animal feeding stuffs (for poultry, sheep and cattle) or Golden Flaked Maize, which is used in the preparation of various beers. Flaked Rice and Tapioca Flakes for the grocery trade are also produced at Thames Tunnel Mills. It's always 'Full speed ahead!' at Thames Tunnel Mills and Canada Wharf.

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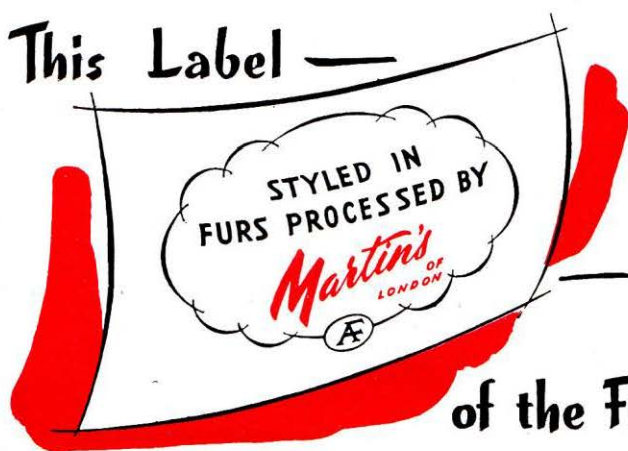
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